

# MOTOR RACING

Vol. 3—No. 2

(Published Bi-weekly)  
except last issue of calendar year

Los Angeles, Calif. 15c ©

Nov. 1-8, 1957

**SHELBY, O'SHEA ENTERED:**

## PALM SPRINGS RACES NEXT



**CARROLL SHELBY**  
4.5 Maserati



**BILL LOVE**  
AC Bristol



**BOB DRAKE**  
4.9 Ferrari

America's sports car eyes turn to Palm Springs this weekend, Nov. 2-3, when the Los Angeles Region of the Sports Car Club of America stages a National race program at the famed desert resort airport course.

The two big Nationally-known name drivers are Carroll Shelby, Dallas, driving John Edgar's 4.5 Maserati, and Paul O'Shea, Port Chester, N. Y., piloting George Tilp's Mercedes-Benz 300SL.

Each is a kingpin in his class.

Other top names include John von Neumann, 2.5-liter Ferrari Testa Rossa; Jack McAfee, Porsche RS Spyder; Bob Drake, 4.9 Ferrari; Richie Ginther, 4.9 Ferrari; Bill Love, AC Bristol; Pete Lovely, 2.0 Ferrari; Paul Pigott, Lotus 1500; Don Dickey, Porsche Carrera; Gordon Crowder, AC Bristol; Lew Bracker, Porsche Carrera.

Two other Nationals follow on successive weekends—at Laguna Seca, near Monterey, and Riverside Intl. Raceway.

Complete schedule of events follows:

### PALM SPRINGS NATIONAL CHAMPIONSHIP ROAD RACES

Sports Car Club of America, Inc., Los Angeles Region  
RACE CIRCUIT: Approximately 2.9-mile concrete and asphalt airport course, located immediately east of Palm Springs. Longest straight 4200 feet.

#### PROGRAM OF EVENTS

Saturday, November 2

7:00 A.M. to 9:00 A.M.—Registration and Safety Inspection, Palm Springs Baseball Park, Ramon Road and Sunrise Way, BY ADVANCE WRITTEN APPOINTMENT ONLY.

9:30 A.M.—Compulsory Drivers' Meeting for ALL contestants.

PRACTICE: 10:00 A.M. to 10:30 A.M.—Sports and Production Sports under 1600cc.; 10:40 A.M. to 11:10 A.M.—Sports and Production Sports over 1600cc.; 11:20 A.M. to 11:50 A.M.—Entrants in Ladies' race, Production Sedans and Formula III; 12:00 noon to 12:20 P.M.—Sports and Production Sports under 1600cc.; 12:30 P.M. to 12:50 P.M.—Sports and Production Sports over 1600cc.

1:00 P.M.—Five-lap qualifying races for starting positions in Sunday's events: Race 1—Production Sedans under 1600cc.; Race 2—Production Sports under 1600cc.; Race 3—Formula III; Race 4—Ladies' Race; Race 5—Sports under 1500cc.; Race 6—Production Sports over 1600cc.; Race 7—Sports over 1500cc.

8:00 P.M.—DINNER DANCE AT DESERT INN.  
Sunday, November 3

11:00 A.M.—Race 1—5 laps—Production Sedans under 1600cc, plus Formula III; Race 2—15 laps—Production Sports under 1600; Race 3—10 laps—Ladies' Race—Production Sports under and over 1600cc.; Sports; under and over 1500cc.; Race 4—3 laps—Special Veteran Car Match Race; Race 5—30 laps—Sports under 1500cc.; Race 6—15 laps—Production Sports over 1600.; Race 7—30 laps—Sports over 1500cc.

Tuesday, November 5

7:30 P.M.—Victory Dinner and Presentation of Awards. Location in Los Angeles area will be announced in acknowledgement letter to entrants.  
Race Headquarters—Desert Inn, Ambassador.



**PAUL O'SHEA**  
Mercedes-Benz 300SL



**JOHN VON NEUMANN**  
2.5 Ferrari Testa Rossa



**JACK McAFEE**  
Porsche RS Spyder





—MOTORACING Photo  
JOHN VON NEUMANN receives trophy from lovely Jan Harrison for his victory at San Diego SCCA races. In center is Eleanor von Neumann.

## Yanks Agog Over Acapulco Rallye; Worth \$24,000 (U.S.)!

MEXICO CITY, Oct. 29 — Interest is running higher than anticipated among Americans for the First Acapulco National Mexican Rallye, particularly those from California and Arizona, officials announced here today. Prize money totals \$24,000 (US), with \$8000 for first, \$4000 for second, \$2400 for third and \$1600 for fourth topping the list. Entrants may carry advertise-

ments on their machines, officials said.

A special booklet printed in English giving entire information is available by writing to: Miguel Schultz, 140 Edificio A.N.A., Mexico, D.F. Rallye dates are Nov. 30-Dec. 1, and the start will be given simultaneously in the six cities where routes begin, at 3 p.m.

Starting points include Mexico City, Puebla, Leon, Guadalajara, Monterrey and Torreon.

## DAIGH, WOODS BANNED FOR ONE YEAR

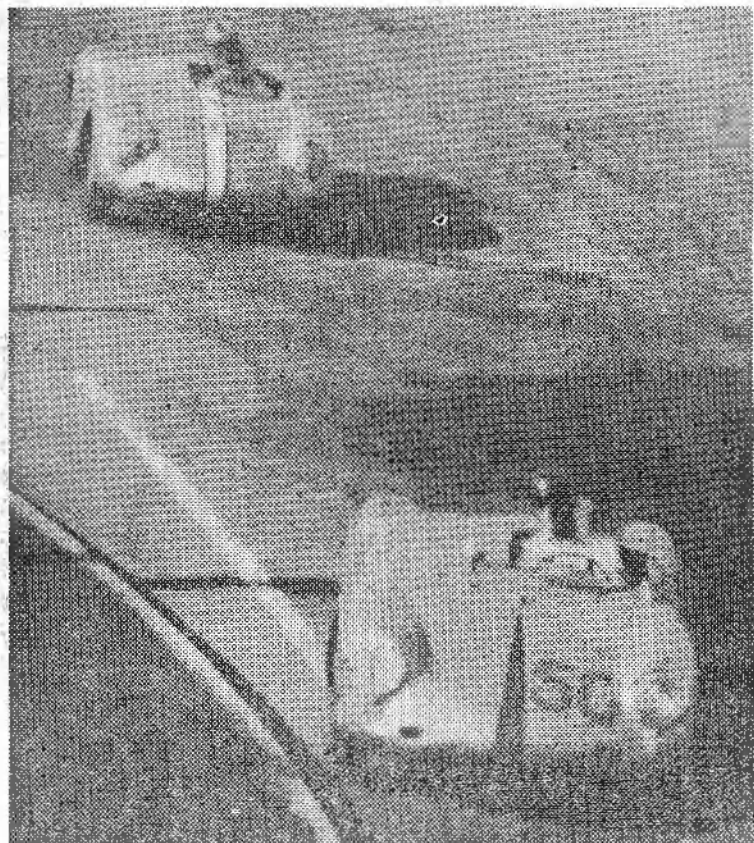
Two noted sports car drivers last week came under a one-year ban for recent participation in pro races.

They are Chuck Daigh, Long Beach, familiar figure and winner behind the wheel of the Troutman-Barnes Special, and Pearce (Pete) Woods, La Habra, who has been piloting Ronnie Milosevich's D-Jaguar.

Lindley Bothwell, regional executive of the L. A. Region of SCCA, said National headquarters announced they were ineligible after USAC had confirmed that Woods competed in the Pike's Peak Hillclimb last July, and Daigh raced in a USAC race at Milwaukee.

The "taint" also will cost them a year of competition in Cal Club races, it is reported. Neither raced at Pomona last week-end.

This is the second penalty for Woods. He was out of "amateur" action for a year after racing in a Triple-R meet in Northern Calif.



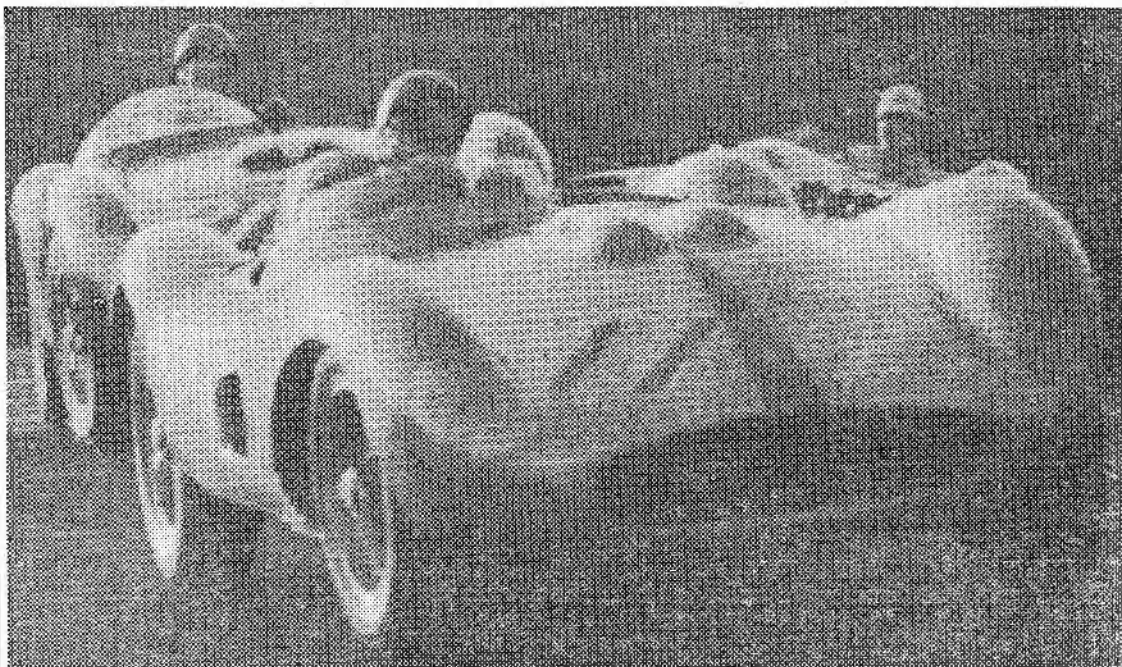
—MOTORACING Photo  
KEN MILES heads into the underpass leading to turn 3 at Pomona races, held last week-end at L.A. County Fairgrounds 2-mile course. He is followed by Jean Pierre Kunstle, who finished 2nd, 1m13s behind. Both drove Porsche RS Spyders.

# MOTOR RACING

Vol. 3—No. 2

(Published Bi-weekly) 44 15c

Nov. 1-8, 1957



—MOTORACING photo  
ROARING AROUND turn 3 on his way to another win last Sunday at CSCC Pomona races is John von Neumann. Right on his tailpipe here is Richie Ginther. The winner drove a 2.5-liter Ferrari Testa Rossa. Richie piloted John's 2-liter Testa Rossa.

## VON NEUMANN SCORES AT SAN DIEGO AND POMONA

By GUS V. VIGNOLLE

Motoracing Staff Correspondent

Six starts in three of October's four week-ends—and six smashing victories!

Such is the highly-impressive record posted by Johnny von Neumann, the Porsche-Volkswagen distributor, and his 2.5-liter Ferrari—"the best racing car I ever drove."

Most recent brace of wins came last week-end at the 5th running of the CSCC Pomona road races at the Los Angeles County Fairgrounds' 2-mile course.

On Oct. 5-6 it was at Sacramento, two weeks later at San Diego, and then at Pomona. It is getting rather monotonous.

This one was a smasher for the 35-year-old Viennese. Here's what he did:

1. Set the top average in five runnings at Pomona for the over-1500cc modifieds—85.6mph.

2. Moved up within two points of Richie Ginther for the lead in the 1957 Pacific Coast point standings.

3. His other 2-liter Ferrari Testa Rossa, driven by Ginther, took second both days.

4. His Porsche RS Spyder pilot, Ken Miles, the big leader in the under-1500 standings, took second on Saturday and first on Sunday.

### MILES KEPT OUT

As a matter of fact, Miles, by virtue of his win in the under-1500, qualified for the big-bore, (Continued on Page 7, Cols. 4-5)

SAN DIEGO, Oct. 20—It was a repeat here today under leaden skies of what happened two weeks ago at Sacramento—Johnny von Neumann, of Sherman Oaks, Calif., first in the fantastic 2.5-liter Ferrari Testa Rossa.

The car was ideally suited for this 1.85-mile course at Hourglass Field, Miramar Naval Air Station, one of the safest road circuits in either hemisphere.

Johnny's other Testa Rossa, a 2-liter machine, driven by Richie Ginther, Santa Monica, Calif., took second, 13.9 seconds back, in the feature for over-1500cc modifieds that was cut about 12 minutes at 29 laps so that the finish would be included in a 1½-hour live telecast.

Then came Jack McAfee, Porsche RS Spyder; Bill Love, production Bristol; and Jim Hall, 2-liter Maserati.

Von Neumann, who lopped everybody except Ginther and McAfee, led every bit of the way around the tight 8-turn course and averaged 66mph, a figure this observer is inclined to dispute in view of lap times and (Continued on Page 6, Col. 5)

## Sam Hanks Day at Riverside

Sam Hanks, Pacific Palisades, Calif., 1957 Indianapolis 500 winner, competes in the last day of his long career as a pilot Sunday, Dec. 1, at the new Riverside International Motor Raceway.

He will be vying against a crack field on "Sam Hanks Day" in a 250-mile USAC National stock car race.

## HUGE CONCOURS FOR S. F. SHOW

SAN FRANCISCO, Oct. 29 — What is billed as America's largest concours d'elegance is slated at the San Francisco Cow Palace in connection with the annual SF International Auto Show Nov. 29 thru Dec. 8. Concours date is Saturday, Nov. 30 on the concrete apron fronting the Cow Palace.

## RECORD-BREAKING AVERAGE SPEEDS SET AT POMONA RACES

Winning averages for the over- and under-1500cc modified features held at five Pomona runnings are as follows:

Date	Over-1500	Under-1500
June 1956	Bill Murphy (Buick Kurtis)	81.4 R. Ginther (Por Spy)
Oct. 1956	Bob Drake (Aston Martin)	80.9 H. Wheeler (OSCA)
Jan. 1957	Eric Hauser (Bal. Buick)	70.4 Ken Miles (Por Spy)
July 1957	John von Neumann (2.5 Ferr.)	84.1 Ken Miles (Por Spy)
Oct. 1957	John von Neumann (2.5 Ferr.)	85.6 Ken Miles (Por Spy)

## RUTTMAN STOCK CAR RACE VICTOR

ATLANTA, Ga., Oct. 27—Tooling a 1957 Ford, Troy Ruttmann, Lynwood, Calif., won the third annual Blue-Gray classic for late-model stock cars at Lakewood Speedway here today. Drivers Les Snow, Bloomington, Ind., and Joe Till, Chicago, were hospitalized while Roz Howard, Macon, Ga., also was injured.

## Here's the Latest on Re-caps

With certain reservations, re-caps are now approved for races staged by the Sports Car Club of America, according to John Bishop of the SCCA's National Contest Board.

Reservations are as follows:

1. Re-caps not approved for cars capable of exceeding 110mph.
2. Carcasses must be one of the following approved racing types: Continental Racing tire, Englebert Racing tire, Dunlop Road Speed and Racing, Pirelli Sport and Super Sport, Firestone Super Sport and Nylon "500," Michelin X, U. S. Royal XP140, Goodyear Blue Streak and Road Racing.

## Levy, McCluggage, Rodriguez' in S.A.

Ruth Levy, capable distaff pilot from Brentwood, flew to New York early this week en route to the Grand Prix of Venezuela slated Sunday, Nov. 3, in Caracas.

Ruth was to meet Denise McCluggage, the East's counterpart, in New York, and the pair was to plane to South America together. They'll co-drive Denise's Porsche RS Spyder. Tooling the same marque will be Ricardo and Pedro Rodriguez, Mexican youths who've stunned the racing world with their recent feats.





## • Racing Pow-Wow

By Maury Powell

REVENTLOW BACKS 3-CAR  
U. S. TEAM vs. EUROPEANS

**SCORCHIEST JAZZ** in sports car engineering circles is talk of Lance Reventlow's project in financing the building of three "all-American" machines he hopes will conquer Europe's finest.

At work are **Chuck Daigh**, red-haired speed ace who's roared to many feature victories in West Coast competition, and **Tom Barnes** and **Dick Troutman**, creators of the famed Ford-powered T-B Special in which Daigh has fairly consistently knocked off Ferraris, Masers, D-Jags and other snootier imports.

It is said **Lance** has budgeted \$25,000 for each of the three chargers, slated to be powered with 2½-liter Chevrolet mills. The team is hard at work designing suspensions and other components.

★  
What's this rumble about the owner of the famed "Iron Horse" refusing to return a \$500 deposit given him by a potential buyer, who later changed his mind? 'Tis said **Rudy** is willing to forfeit a bill, but is seething over loss of the whole 500 shimplasters.

### Hornburg, Warren in Londontown

**Fritz Warren**, ye Lodge spark plug chief, is in London, as is **Charles Hornburg**, the Jaguar-Facel Vega distributor... **Bill Dantzsch**, one-time pro midget pilot more recently found at the wheel of **Paul Bernhardt's** Triumph, is set to publish a "Sports Car Bible" directory covering Southern California... **Mary Davis** reminds us that the Grand Prix hosts the L. A. Division of Madison Ave. Sports Car Marching & Chowder Society second Tuesday every month... Also, GP now features racing movies every Tuesday, Thursday and Saturday, and **Bob Drake** when he doesn't have the bends.

Get set for some cool tech talk as perpetrated by **Tom Heininger** and **Bob Hughes** of Webco, who are mighty proud of their new valve spring kits—"Unique construction of our valve springs allows extremely low valve seat tension that spares valves and seats, yet pressure multiplies as the cam lobe compresses the spring."

Yeh, but what about the knuten-valve?  
Anyhoo, they've received loads of compliments, including one from a Porsche pusher who had 99 44/100% pure trouble (it floats) at 5500rpm, but now revves up to 8G reliably.

### JOA Plans Huge Xmas Benefit Dec. 13

**Jack Parkhouse** is cooking up a big Xmas wing-ding for the Jag Owners' Assn. to benefit 100-150 youngsters from the Variety Boys' Club in East L. A., Dec. 13, and urges all sports car enthusiasts to donate prizes, etc. The JOA recently hosted 55 lads at a screening of "The Devil's Hairpin." Incidentally, Parky's vast operation at 2nd and La Brea is also indicative of our booming impetated car market.

★  
**Dave Forman** is all aglow over the Berkeleys he'll be getting in ere long for Southland distribution... The sleek two-seater is powered by a twin-cylinder 328cc Excelsior mill and will do about 65mph... It's built of fiberglass plus light alloy reinforcing at stress points, weighing but 700 lbs. and boasting keen acceleration along with 70-miles-per-gallon economy.

Initial dealer interest is keen, says **Dave**. Although expecting less than a dozen before year's end, he says production will be kicked up considerably and loads will be coming through by Spring.

### Riverside's Tricky Turn 6 De-Horned

**Steve Mason**, Riverside Raceway exec., says turn 6 is being de-horned somewhat by being widened and a guard rail installed. Some 50% of the track's parking lot is being paved. With continued improvements, Riverside looms as the nation's No. 1 speed plant for everything from drags to Grand Prix events.

Speaking of drags, Riverside offers the West's only half-mile strip instead of the usual quarter, much better for sports cars. **Bud Coons**, recently prexy of the National Hot Rod Association, is running this every-Sunday-except-when-there's-a-track-race operation and features dual-lane Chrondek timing.

Track events remaining this year are the SCCA National Nov. 16-17 and a 250-mile USAC late-model stocker Dec. 1. In the latter, cars will run counter-clockwise, **Mason** pointed out.

## MILES, VON NEUMANN PART COMPANY

**Ken Miles**, foremost under-1500cc sports car pilot, and **John von Neumann** of Competition Motors last week parted company.

Miles was practically unbeatable behind the wheel of von Neumann's Porsche Spyders since joining Competition Motors early in January, 1956, as "field representative."

Asked if Miles would continue to drive the marque, von Neumann said he had made no commitments for the Porsches. "We just go from race to race," he said.

Miles raced for von Neumann last week at Pomona, losing on Saturday to **Jean Pierre Kunstle**, but winning handily on Sunday.

Von Neumann said there was nothing to rumors **Chuck Daigh** would drive for him in the upcoming three National SCCA races. He is not entering the Porsche. (Editor's Note—This was before Daigh was banned for racing in a pro event.)

## Read Motoracing Regularly

## ENGLEBERT TIRES

NOW IN STOCK—All Sizes  
OILZUM MOTOR OILS  
and LUBRICANTS

Western United States Distributor  
COMPETITION ACCESSORIES

POplar 1-0233

11702 VENTURA BLVD.

NORTH HOLLYWOOD

## MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:  
725 N. Western Ave., Suite 14  
Los Angeles 29, Calif.  
Hollywood 2-6388

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L.A. 8; or phone AXminster 2-0287. Ask for Joyce.

Gus V. Vignello... Editor  
Maury Powell... Business Manager  
Bill Harmer... Advertising  
June Vignello... Circulation  
Joyce Barnard... Classified Ads  
Jim Mourning, Gail Ann Holden, Myra Jones, W. Robert Nitske, Henry N. Manney III, Flavio St. Germain, Jules Delancy, Tom Wilson, W. R. C. Shedenhelm, Staff Writers  
Bill Harmer... Staff Artist  
Jerome Weber... Gen. Counsel

Advertising Rates on Request

YEARLY SUBSCRIPTION RATES:  
Domestic \$3 - Foreign \$4

Second class mail privileges authorized at Los Angeles, Calif.

Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

Copyright, 1957

## LETTERS

### to the Editor

#### ROLL BARS A 'MUST'

Re Rod Bowers' letter to Motoracing, 10/18-25/57:

Two-and-a-half cheers for Mr. Bowers for his sensible approach to the safety argument. He is, of course, quite correct when he states that the driver constitutes the most important safety factor of all. This is, however, the very crux of the dispute, and warrants, I feel, some further discussion. The anti-roll bar faction is comprised of a great many idiots and a few intelligent, honest men. Were it not for their number, the idiots would require no concern; their arguments are lacunose, specious, and appalling. Judging from a personal consensus, I can say with fair accuracy that they have two primary objections to roll bars: 1. The damn things are ugly and harm the re-sale value of the car; and 2. They're for sissies and pansies and are bound to drain the excitement from the sport. The reasons given by the latter group, on the other hand, are seductively convincing. But, they are equally specious. "Give a driver a roll bar," they say, "and he will automatically become a bad driver, because he will feel invulnerable to injury. He will no longer think of safety and accordingly will go beyond his limitations. In time the sport will be reduced to a jalousy circus."

Well, if the premise were true, this might be a reasonable point. The premise, fortunately, is not true. I have observed drivers with roll bars very carefully, and have found no evidence whatever in support of the claim. The proportion of wild-hairs to balloon-foots (or balloon-feet) is approximately the same as in the non-r.b. contingent. And from this my own conclusion is that the addition of a roll bar does, in fact, not instill in a driver any so-called sense of invulnerability. A further conclusion is that the only appreciable change roll bars will make in the sport is that more people will be induced to race and will do so in greater safety than before.

The view (held, oddly enough by those who oppose roll bars) that this added protection will virtually eliminate the element of danger in sports car racing, is obviously fallacious. The only sure way to eliminate all danger is not to get out on the track in the first place. Injuries and fatalities will still occur, and there will always be a calculated risk involved—but that risk ought to be calculable. As things are, it is not.

If, as with bull fighting, Death were the whole show, the raison d'être of sports car racing, then patently this talk of safety would be absurd. One doesn't suggest that matadors should all cover their groins with armor plating and be equipped, in case of emergency, with a .45 revolver. It is my impression, however, that death could be dispensed with entirely in our sport without serious harm. It can't be dispensed with, of course; but it can be, by God, minimized.

Mr. Bowers' idea of safety lectures and films is brilliant, and should be considered with great seriousness by all clubs. I have no doubt that the move would prevent a great number of accidents, both major and minor. Orientation of this sort could be the most important step of all in the safety campaign, and I'm for it one hundred percent; but—only as an adjunct to the other methods. That it is the "smart" drivers as well as the yo-yos who get into trouble may be seen by a casual survey of our incident record. When a driver gets killed, the others, in order to justify their decisions to go on racing, invariably say: "Sure, well, it was bound to happen to him soon or later. He was getting real hairy. His mental attitude was wrong." Etc. Before **Ernie McAfee** was killed, he was referred to by almost everyone as the epitome of calm, cool, professional driving. While more famous pilots were doing derbies behind him, **Ernie** was coolly, calmly, professionally winning events. I recall one meeting where he made two internationally known figures look like amateurs in their futile efforts to catch up. At two other meetings, he had bad days and was almost as ragged as those who later said "Ernie was a wild man! Anybody who drives

## American Mille Miglia:

# 1000-MILE U.S. RALLYE DESCRIBED AS TERRIFIC

By SCOTT D. HARVEY

Special to Motoracing

DEARBORN, Mich.—Known as the "Lake Michigan Mille Miglia," it's sponsored each year by the SCCA Chicago and goes all the way around Lake Michigan. This year the 4th annual event started in Waukegan, about 42 miles north of Chicago and covered 1002.65 miles.

The first leg ran through Chicago and south along Lake Shore Dr. in a driving rainstorm at the height of Saturday morning traffic. The average speed for this first leg was 42.86mph. We lost two of our 92 starters before reaching the Indiana turnpike southeast of Chicago. On entering the turnpike, most of us were about 20 minutes behind schedule and after traveling for about a half hour at speed to make up time, it was difficult to back off and run on schedule—and anyway, "they wouldn't have a checkpoint on the turnpike." Nearly everyone was heavily penalized for early arrival at the checkpoint on the turnpike.

We left the turnpike near South Bend, Ind., and headed north along narrow rain slickened macadam and gravel roads. The average speed for this leg was

only 45.53mph, but the roads were winding and passed over many one-way bridges and through several blind underpasses reminiscent of those seen in European rallye movies. We had another checkpoint about half way up the state of Michigan and almost everyone was "right on."

### EARLY ARRIVAL

On the third leg no penalties were made for early arrival. This leg was about 200 miles long and ended near the Straits of Mackinac across which a ferry runs every hour on the hour. On previous rallies people have lost many points by being just a minute or so late to catch the ferry. We had suspected the checkpoint was south of the Straits and those arriving on time and without immediate transportation across the Straits would be out of luck.

This leg runs through a stretch known affectionately by Michigan Mille Miglia veterans as "Nightmare Alley." This "Alley" consists of a winding one-and-one-half lane macadam road with many switchbacks and right angle curves through a dense forest, and then a narrow gravel road through aptly named "Wilderness State Park." This (Continued on Page 9, Cols. 1-2)

like that has got to get it sooner or later!" But the truth is that by and large **Ernie McAfee** was a first-rate pilot who made a mistake. The same is true of John Lawrence. In both instances, the application of common sense could have saved these men. Phil Hill, who has seen a bit of the world, once remarked that Pebble Beach was one of the two or three most dangerous (not challenging; dangerous) courses in existence. In Europe, drivers are paid to court death, paid highly, and because they are professionals, they have time to evaluate—and the right to evaluate—their chances.

In America, the sport is amateur. It is not particularly popular, and can sustain mortal wounds from bird watching societies and church sections. Therefore, because of our amateur status, we are not in a position to scoff at danger. No driver and no offi-

cial can afford to pooh-pooh any safety device so long as we are not engaged in the sport on a purely professional basis!

Thus it can be seen that, because smart drivers do go on their heads occasionally, driver training and safety instruction will not suffice. We must have roll bars and we must have track officials who have sense enough not to allow such turns as turn No. 6 at Riverside for pro events. People crowded that particular area because they knew, at once, that something bad would happen; and it did.

For Mr. Bowers' edification, Mr. Leonard Pruyn is a driver, has competed in numerous events, has gone past, has collected trophies, and has never so much as scratched his car. However, one does not have to die in order to write about death.

Charles Beaumont  
North Hollywood, Calif.

A EUROPEAN ATMOSPHERE to please the most discriminating  
RACING MOVIES EVERY TUES., THURS. & SAT. NIGHTS  
BOB DRAKE'S OPEN 4 P.M. DAILY  
DINNERS • GRAND • 8204 BEVERLY BLVD.  
COCKTAILS • PRIX WE. 6-9583

Don't Miss the Thrill of Sport Car Drags  
RIVERSIDE INTERNATIONAL MOTOR RACEWAY

Presents Wests Only 1/2-Mile

## DRAG RACING

9 a.m. to 5 p.m. Every Sunday — NHRA Sanction

Rapid-fire dual-lane Chrondek timing!

4 Sports Car Classes—Over & under 1500cc

Production, over & under 1500 Modified

8th Annual

## PEBBLE BEACH CONCOURS D'ELEGANCE

Saturday, November 9

11:00 - 5:00 P.M.

DEL MONTE LODGE  
PEBBLE BEACH

no charge





## Vignettes

By Gus V. Vignolle

### NO DILLY-DALLYING WHEN GEO. CARY KEEPS SCORE

**T**HOUGHTS WHILE wondering when this insane whirl will let up —That San Diego race week-end was a smasher. When **George Cary** is wearing the brass knucks, you can always count on the tedium of daily existence being broken. And it was at the La Jolla Hotel race headquarters, where **Bob Harrington**, the asst. mgr., went out of his way to make the race crowd feel right at home . . . Lottie-da-da.



—MOTORACING Photo

#### ED BOUGHTON Panties Were a Gift

big race down in Lima, Dec. 15 . . . Ever thoughtful, the girls presented Race Chairman **Ed Boughton** with a victory flag in the form of some lace-trimmed panties. The award was for no spinouts while touring the Hourglass circuit as course marshal . . . The WSCC turned in a tremendous scoring job. The result sheets were excellent and turned out in jig time . . . And **Vi Jones'** lap charts were peerless.

#### Stoner and Rhode Start Training

*Bon vivant* **Dale Stoner** flew in from Palm Springs for the races. He has gone into serious training for this week-end. . . . **Frank Rhode** came down from Oakland a week in advance to begin drills. **Joe Playan** went along with him to guide the road work. . . . A cursory glance at the Palm Springs social calendar indicates that if you're not careful, you're liable to be umbrago from 7 p.m., Friday, Nov. 1, to 6 a.m., Monday, Nov. 4. It's that hectic.

Stork Dept.: It was a 7-lb. girl, **Mary Alice**, for **Lek and Velva von Kaesborg**. He's the San Berdo attorney and 300SL pilot. Original plans to name her **Susan Mercedes** fizzled . . . And up north in Sacramento, **Gordie Glycer** of the Union, the Healey pilot, was grateful to his **Gloria** for waiting until after the Sacto races to present him with a girl, **Betty Marie**. He reports the **Snivelys, Brandes** and **Roberts** were all very disappointed, however. **Gordie** adds: **Ruth Levy**, beware. Incidentally, **Gordie** was 100% right regarding his points in the Pacific Coast Racing Standings; but since then, other guys have moved up, dropping him out of the first 10.

The ouster of **Pete Woods** and **Chuck Daigh** from the alleged "amateur ranks" for taking part in pro action is downright absurd. If they'd start sacking all the guys who have accepted a meal, lodging, transportation to the races, etc., there'd be nobody left. As compadre **Bob Will** says, "The only true amateur owner-driver is the guy who steers an under-1300cc MG." . . . You should have seen the drivers we saw free-loading at Sebring. The deal was with all the trappings there. **Woods** is going to file a written protest with the SCCA. Bravo!

#### Sr. Moreno Tells of Mexican Rallye

**Sr. Enrique Martin Moreno**, director general of the \$24,000 (US) Mexican National rallye to Acapulco, Nov. 30-Dec. 1, points out that this event is the first of its kind to be celebrated on the American continent, and prizes offered are far better than those in the best-known European rallyes. **Sr. Moreno** adds that the rallye has been accepted by FIA at its last meeting held in Paris last month and will be included in the international calendar for 1958. Ole!

**John Malone** reports three of the latest Simcas will be entered in this blue-ribbon classic, with **Dick Flude** and some other top navigators due to participate . . . **Gordon Crowder** and **Dick Todd**, members of the Pomona Elks, hope they can induce the boys to soak a buck for races at the Fairgrounds, and maybe a bargain deal of \$1.75 for both days. Know where some guff would come on that? . . . The CSCC contract with the Fairgrounds and Elks calls for two more races in 1958. The SCCA may get in there.

Whatell ever happened to **Tony Parravano** and all those expensive machines I saw in his joint about a year ago? . . . **Jack McAfee** is due back from Stuttgart, Germany, where he went to see what gives as far as those Porsche RS Spyder parts are concerned. They just ain't, **Bolivar**, and a lot of guys are getting pretty %!\*&\$ hot about it. As **Stan Sugarman's** emissary, **Jack** also is probing the chances of some factory tie-in for the next Sebring enduro.

#### And Soon it Will Be Guadalajara

**Bill Dantzcher** says **Paul Bernhardt** fired him as a TR driver at the "behest of the factory" . . . Wait till you get all the details on the Guadalajara, Mexico, rallye and races to be held next Feb. 6-9. It's a bargain package deal that's tough to beat and most of the clan is all agog over the project. **Jorge Garibay**, president of the Auto Club Velocidad de Guadalajara A.C., was in town last week to tie up a lot of loose ends with **John Malone** and **George Cary**, who are representing the Mexican club here . . . After racing at San Diego, **Jim Hall**, the personable young Texan, decided to leave his 2-liter Maserati here and then return for the three SCCA Nationals at Palm Springs, Laguna Seca and Riverside. He and **Carroll Shelby** flew to Italy last week, hustled right back for Palm Springs.

Just a little note in **MOTORACING** about the availability of the Valvoline racing films brought a query from **John Wallace**, of Huntsville, Ala. . . . And **Marion Weber** has just returned from a trip to Miami, Chicago and N.Y., where she connected with some sensational accessory goodies. She may soon open up some new spots . . . That carpet of green certainly has improved Riverside Raceway. The parking area has been paved and it appears that they've licked the dust problem. Three lusty huzzahs!

## VON NEUMANN GAINS ON GINTHER IN COAST STANDINGS

By virtue of his double-wins at San Diego and Pomona last weekend, **John von Neumann** has moved up to within two points of leading **Richie Ginther** in the over-1500cc modified class of the 1957 Pacific Coast Racing Standings. The count is 77-75.

In other changes, **Bill Love** has supplanted **Bob Oker** in over-1500cc production; and **Lew Bracker** has passed **E. Forbes-Robinson** in the production under-1500cc.

Eighteen races are included—3 at Pomona, 2 at Paramount, Santa Barbara and San Diego, and 1 at Palm Springs, Stockton, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata, Riverside and Sacramento.

Points are awarded for both days of racing for the 1st 6 places on basis of 6-5-4-3-2-1.

MODIFIED OVER-1500cc	
1. Richie Ginther, Ferrari	77
2. John von Neumann, Ferrari	75
3. Chuck Daigh, Troutman-Barnes	51
4. Bob Drake, Ferrari	36
5. Pearce Woods, D-Jaguar	35
6. Eric Hauser, Balchowsky	34
7. Jerry Austin, D-Jaguar	26
8. Carroll Shelby, Maserati	25
9. Bill Murphy, Buick-Kurtis	21
10. Phil Hill, Ferrari	20

MODIFIED UNDER-1500cc	
1. Ken Miles, Porsche	106
2. Sam Weiss, Porsche	101
3. Bob Drake, Cooper	59
4. Jean Kuntze, Porsche	49
5. Jack McAfee, Porsche	47
6. Frank Monise, Lotus	45
7. Ignacio Lozano, Lotus	34
8. Joe Playan, Porsche	26
9. Bill Dixon, Siata	26
10. Perry Peryon, Nichols Panhard	21

PRODUCTION OVER-1500cc	
1. Bill Love, AC Bristol	70
2. Gordon Crowder, AC Bristol	64
3. Jack Bates, Corvette	60
4. Bob Oker, AC Bristol	57
5. George Spears, Porsche	44
6. Jim Parkinson, Austin-Healey	39
7. Jerry Austin, Corvette	37
8. Lek von Kaesborg, 300L	33
9. Bill Dixon, Siata	29
10. Ron Ellico, 300SL	29

PRODUCTION UNDER-1500cc	
1. Lew Bracker, Porsche	50
2. E. Forbes-Robinson, Porsche	47
3. Jim Moore, Porsche	35
4. Gary Nelson, Porsche	34
5. Ed Barker, Porsche	30
6. Willie West, Alfa Romeo	29
7. John Lunkin, MG-A	26
8. Bob Brigham, MG-A	23
9. Ted Conrad, Porsche	19
10. Ray Pickering, MG-A	18

\*In keeping with past policy, **Sam Weiss** was awarded the 20 points he earned in the over-1500cc modified races. **Ken Miles** and **Jean Kuntze** have also received additional points under these circumstances.

#### CONSTANTINE WINS

**THOMPSON, Conn.**, Oct. 20 — **George Constantine**, Sturbridge, Mass., won the 15-lap feature here today in his potent D-Jaguar. He was trailed in the NY SCCA Region meet by **Bill Helburn**, New York, in a Ferrari Testa Rossa, and **Gordon McKenzie**, Milbrook, N.Y., in a C-Jaguar. **Constantine** averaged 65.2mph on the 1.9-mile course.

### UNIVERSAL MOTOR CARS

VOLKSWAGEN — PORSCHE

#### EXPERT BODY WORK

2956 CRENSHAW BLVD.  
LOS ANGELES 16

SALES  
SERVICE

RE. 2-0107

#### SANCTIONED BY SPORTS CAR CLUB OF AMERICA

### First National CHAMPIONSHIP

## ROAD RACES RIVERSIDE INTERNATIONAL MOTOR RACEWAY

SATURDAY . . . SUNDAY  
NOVEMBER

16th & 17th

Just Off Highways 60 & 395  
Southeast of Riverside . . .

STARTS 10 P.M. SATURDAY  
STARTS 12 NOON SUNDAY

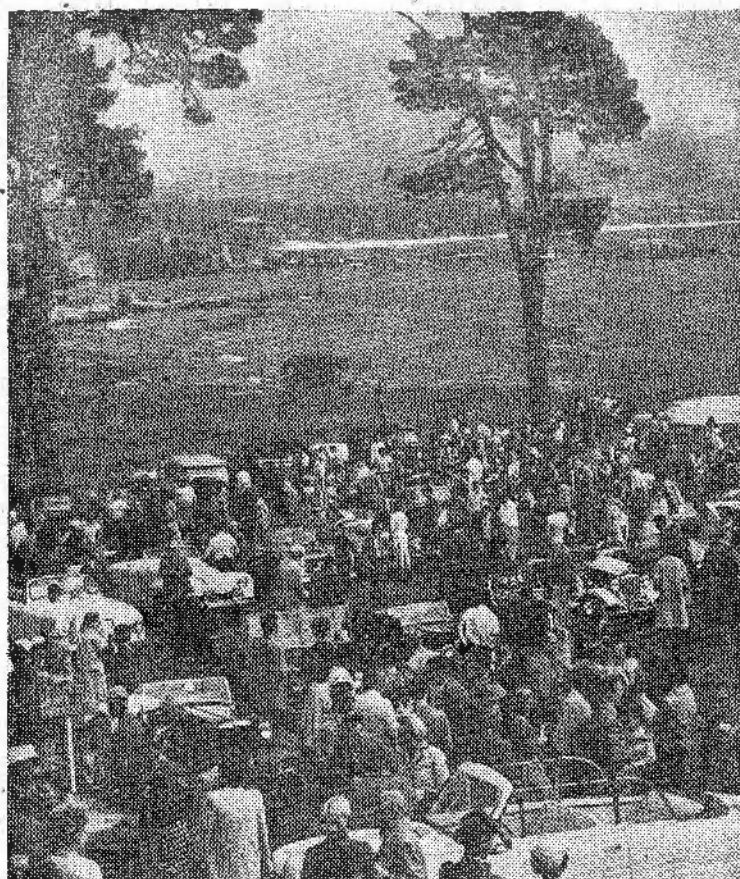
5 RACES  
SATURDAY

7 RACES  
SUNDAY

RACE HEADQUARTERS  
MISSION INN, RIVERSIDE, CALIF.

ANOTHER OF AMERICA'S  
3 BEST RACES

★ COME EARLY



—Julian P. Graham

**CLASSIC SCENE**—The Pebble Beach Concours d'Elegance, set for Saturday, Nov. 9, will be held on the lawn between 18th green of the famous Pebble Beach Golf Links and terrace at Del Monte Lodge, one of the most scenic spots in the world. This is probably the most famous concours in the U.S. It will run from 11 a.m. to 5 p.m.

## Pebble Beach Concours Nov. 9

An interesting list of entries already has been received for the 8th annual Pebble Beach Concours d'Elegance to be held at Del Monte Lodge, Saturday, Nov. 9, including **Lou Fageol's** Fiat Sports Coupe which he will bring out from Kent, Ohio, for the event.

This beautiful model has a special body by **Ghia-Fageol** and has taken first in its class at a number of concours in the East and Middle West as well as first in its class at Pebble Beach in 1955. **Lou Fageol** is probably as well known in the Gold Cup motorboat racing field as he is for his interest in automobiles. He raced in the Pebble Beach sports car races in 1955.

Some 100 beautiful cars, from some early vintage models to the latest 1958 Rolls Royce Silver Cloud will be on display on the lawn between Del Monte Lodge and the 18th green of the famous Pebble Beach Golf Links.

**Lucius Beebe**, noted author and bon vivant, will head the list of well known judges for the affair.

### 'PEBBLE' LURES EASTERN FLASHES

**MONTEREY, Calif.**, Oct. 30—Eastern driving aces in fairly good numbers are filing entries for the 8th Pebble Beach Road Races Nov. 9-10 at the near-by Laguna Seca course.

Included are: **Ed Walsh, Jr.**, St. Louis, Porsche Carrera; **Paul O'Shea**, Rye, N.Y., Mercedes-Benz 300SL; **John Max Wolf**, Colorado Springs, Colo., Porsche 550 Spyder; and **Jay Hoke**, Stillwater, Okla., Austin-Healey.

### APPROVED RACE & STREET TIRE RETREADING

"Quick Service for Quick Cars"

"LEFTY"

JENKINS

TIRE SERVICE

4400 FIRESTONE BLVD.  
South Gate, Calif. LO. 4-2471



## Slightly Modified

BY W. R. C. SHEDENHELM

**G**OOD GRIEF, we were just making a funny! We are quite aware that Carroll Shelby is very well liked and is a good driver. So we made a funny about his smashing up a few expensive cars in recent events here on the West Coast. So it could happen to anyone. Only it's funnier when it happens to a top driver, to whom it shouldn't.



SHEDENHELM

Of course, our informant on turn 6 didn't know his Aston-Martin from a hole in the ground when he said that Shelby had wrecked two cars at Palm Springs. This simply is not so. He only smashed up one at Palm Springs, a 4.5 Ferrari. Later he smashed up a 4.9 Ferrari at Pomona, in the rain. Then last month he piled the 4.5 Maserati head-on into the banking of turn 6 during his first practice lap at Riverside, which we thought was pretty amusing, don't you see?

We are quite certain that Mr. Shelby did not wreck these cars on purpose. We are equally certain that Mr. Shelby did not drive at Riverside with a can of beer in his hand, as a number of boors insisted on mis-reading in our last column.

Look, we were making a funny!

Look, everybody's laughing! Ha-ha?

### CALIFORNIA G.P.?

Say, we have a wonderful suggestion. You all know that the present "Torrey Pines" course is eight miles east of the original one, and that the new "Pebble Beach" course is 12 miles north of where it used to be. Back east they've moved Watkins Glen and Elkhart Lake. Well, you know how many people around here would like to see a genuine European Grand Prix, don't you? Well, then, why don't we just build a course at Pismo Beach and call it the Nurburgring? And we could have an Aintree in Watts. How about that, hey? Fangio and Moss every weekend.

### OSCA RALLYE

Our bartender friend who is building the T-Bird Special has some excellent color shots of the OSCA Rallye from Bombay to Stuttgart. Ask him to show them to you. He drove a 750cc job in the Rallye and the only trouble he had was when the engine fell out on a back street in Khartoum. He and his navigator pushed the car from there to the finish line.

### HERO DRIVERS

We've picked up two swell ideas for sports car drivers who want to make a big impression on the girls who stand picking their teeth outside bowling alleys: Try putting colored lights up inside your fenderwells so they shine on your chromed spokes. The effect is terrific! Then, if you really want to pop the girls out of their leather jackets, leave the competition numbers on your car when you drive home from the races. You don't even have to enter the events. You can just paint the numbers on and buy yourself a trophy. The girls will never know the difference and will be tremendously impressed, as will six-year-old boys and the California State Highway Patrol.

We ran across a chap at Torrey who had the right idea. He bought a pair of 8x50 binoculars, with leather case, in a hock shop. Then he cunningly soldered up all the seams. Unscrew one eyepiece and you get brandy. The other gives the chaser. Holds a pint in either lens tube. He told us that he had run into one hazard, though. At Riverside he unthinkingly whipped the binoculars to his eyes to see what was happening on the other side of the course and nearly blinded himself with brandy and soda.

### THE BAR VENUE

The drinks at a bar in La Jolla are the weakest that we have free-loaded in a long time. Saturday night we downed a dozen or so gin-and-quinines at Race-Coordinator George Cary's party and walked away with a glow about equal to three cans of 3.2 beer. Boy, are we ever glad that we didn't offer to pick up the check!

## SIEFRIED FEATURE VICTOR AT WILLOW

WILLOW SPRINGS, Oct. 27 —

Richard Siefried clobbered his opposition in the handicap main event of RRR's pro sports car road races here today, wheeling his Mercury-powered Kurtis to an impressive score on the 2.5-mile desert strip.

He was followed across the line by Gene Scholl and Fred Heffington, both in MG-As. Siefried's winning time for the 28-lapper was 56min. 9.8secs.

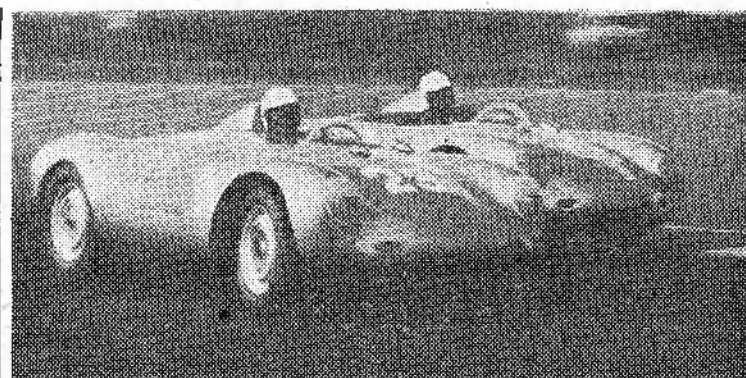
David Eckbert, Palos Verdes, sustained critical injuries in practice yesterday when his Alfa Romeo Giulietta flipped at the top of Turn 5. He was removed to Antelope Valley Hospital in Lancaster, where Dr. Gordon Miller reported Eckbert was "holding steady" and the "next 36 hours would tell the tale."

**Summary:**  
Handicap main, 28 laps—1. Richard Siefried, Merc-Kurtis; 2. Gene Scholl, MGA; 3. Fred Heffington, MGA; 4. Bob Kudler, Jag, XK140; 5. J. Cooper, Alfa Romeo Giul. Time—56:09.8.  
MOD. OVER 1500, 10 laps—1. Billy Cantrell, Offy Spl.; 2. R. Siefried, Merc-Kurtis; 3. Bob Murphy, Olds Spl. Time—18:19.4. PROD. over 1600, 10 laps—1. Elgin Holmes, Corvette; 2. Kudler; 3. John Van Rhyen, Jag, XK120. Time—20:47.9. UNDER 1600, 10 laps—Don Stewart, Scholl, Heffington, all MGs. Time—20:51.6. LADIES, 4 laps—Barbara Neiland, Jag, XK120.

## RRR SIGNS ORANGE CTY. FAIRGROUNDS

Elated RRR pro sports car officials announced this week signing of a contract that gives them the right to stage four races per year at the Orange County Fair Grounds near Santa Ana.

The course is similar to the L.A. County Fair Grounds at Pomona and will be two- or two-plus-miles in length. First event is tentatively scheduled Saturday, Dec. 14.



PHOTOS by W. R. C. Shedenhelm

show some of the hectic action in under-1500cc race for modifieds on Oct. 19 at San Diego. At top, Joe Playan holds slight lead over Jack McAfee through turn 1. Lower photo shows climax of week-end's most thrilling race as McAfee nipped him at the finish by scant .1 sec.



**MAJESTIC MUFFLER**  
7000 MELROSE

**STOCK MUFFLERS FOR ALL FOREIGN CARS**

WALLY ALLEN, Mgr.  
Los Angeles, 38

**WE. 1-2554**

**VALLEY RING and REBORE**

**Specialists in FOREIGN CAR ENGINE REBUILDING and ENGINE MACHINE WORK . . . BY MAIL**

REBORING • CRANKSHAFT GRINDING • HEAD MILLING FOR ALL FOREIGN CARS  
WRITE OR CALL ST. 6-2591 or ST. 0-3755 FOR FULL DETAILS ON THIS MAIL SERVICE

**15058 DELANO ST., VAN NUYS, CALIFORNIA**

**COMPLETE ENGINE OR ANY PART — PROMPT SERVICE BY MAIL**

# Ferrari

presents its new

**250 GRAN TURISMO**

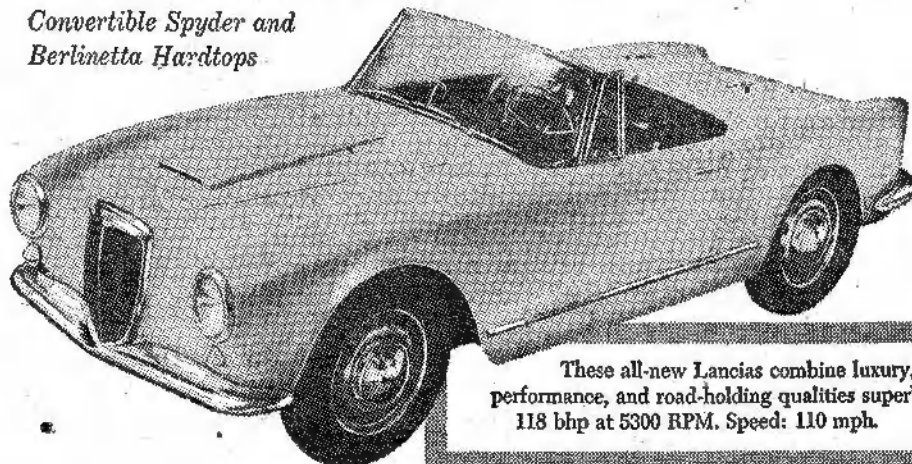


The New 250 Gran Turismo Ferrari

Luxurious touring car comfort and matchless Ferrari sports car performance are distinguished partners in the 250 Gran Turismo. Its V12 ohc engine develops 240 hp at 7000 RPM and will attain speeds of 130 to 160 mph depending on gear ratio. Other features include dual distributors, three double-bodied Weber carburetors, a tubular frame, the race-proven Ferrari suspension system, and an all synchromesh (Porsche type) servo-mechanism transmission.

## NEW LANCIA AURELIA G.T. 2500

Convertible Spyder and Berlinetta Hardtops



These all-new Lancias combine luxury, performance, and road-holding qualities superbly. 118 bhp at 5300 RPM. Speed: 110 mph.

**FERRARI REPRESENTATIVES of California**

1767 North Cahuenga Boulevard, Hollywood 28

Sales and Service under management of Paul "Richie" Ginther

**HO. 9-4700**



PORSCHE  
HEALEY  
MG-A & TB

**OWNERS . . .**

VALVE SPRING KITS now available that are guaranteed to stop valve float problems. Complete kit includes instructions, special Swedish silicon steel progressive-wound springs, aluminum alloy collars, keepers & retainers. No machining necessary. Simple installation. SEE YOUR DEALER NOW!



19 E. VALLEY BLVD., ALHAMBRA, CALIF.

Distrib. for McNeil Holmets & Steen 'C' Lubricants.

DEALER INQUIRIES INVITED!  
CU. 3-6366 & AT. 1-1919, TOM & BOB

**Weber**

**HAAN & HIRSTY** Take Great Pride in Their NEAT, WELL-EQUIPPED SHOP and Their Reputation for **SKILLED FOREIGN CAR MECHANICS**

Giving Personal Attention With the Proper Diagnosis to Each Car Assuring You **SATISFACTION**

VILEM B. HAAN

WM. "BILL" HIRSTY

**FOREIGN CAR SERVICE**  
PARTS . . . ACCESSORIES

PO. 6-9812

ST. 7-9200

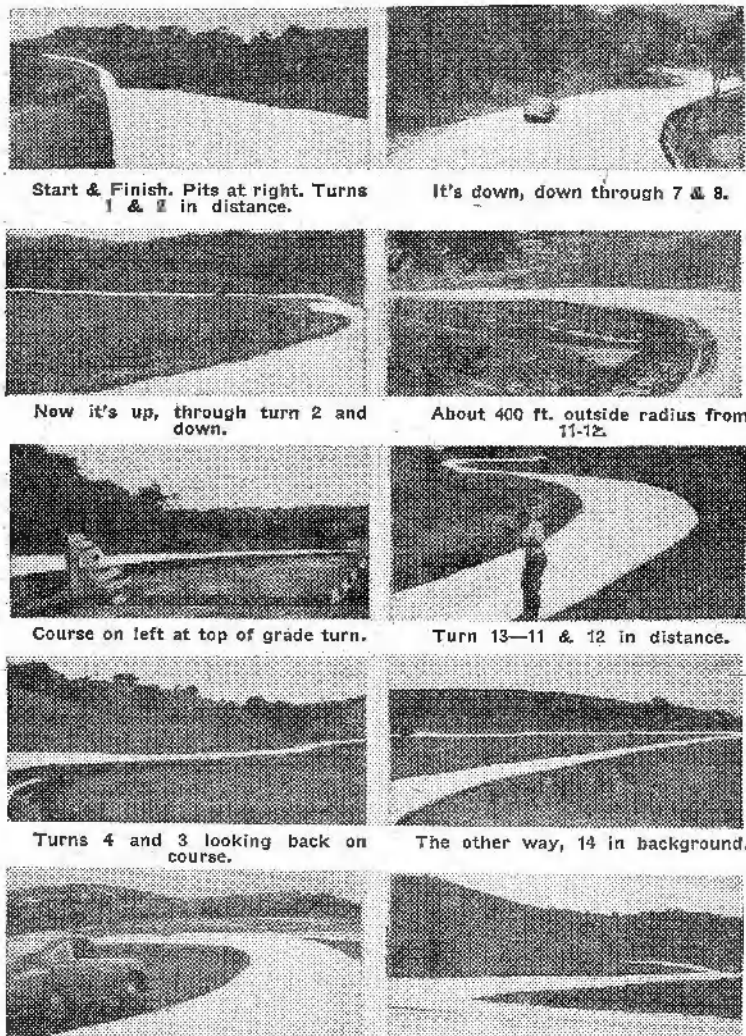


11537-39 VENTURA BLVD.

STUDIO CITY



# HERE'S LATEST ROAD RACING COURSE AT LAGUNA SECA



Start &amp; Finish. Pits at right. Turns 1 &amp; 2 in distance.

It's down, down through 7 &amp; 8.

Now it's up, through turn 2 and down.

About 400 ft. outside radius from 11-12.

Course on left at top of grade turn.

Turn 13-11 &amp; 12 in distance.

Turns 4 and 3 looking back on course.

The other way, 14 in background.

And a 15% climb to turn 6.

Looking back on 13 from 14.

## New 'Pebble Beach' Course

★ ★ ★ ★ ★  
(Or, Some Will Have Enough Brakes, Some Won't)

The country's newest road racing course, Laguna Seca—otherwise known as Pebble Beach—has been pulled out of the dark forest, improved greatly for drivers and made infinitely better for spectators.

Such is the word from Doug Smith of the Sports Car Racing Assn. of Monterey Peninsula (SCRAMP).

For the 8th annual Pebble Beach road races, Nov. 9-10, the circuit is at Laguna Seca Ranch, just off the Monterey-Salinas Highway.

The road laces around a little valley, most of the time inside the valley rim, so that spectators, from almost any place near the course, will be able to see at least 70% of the races. Only a few oak trees are scattered about the site.

For drivers, it's a challenging route. Large sweeping bends, an uphill stretch that could qualify as a hill-climb, capped with a surprise hairpin, then a slalom down through a little canyon.

This downhill part is so steep,

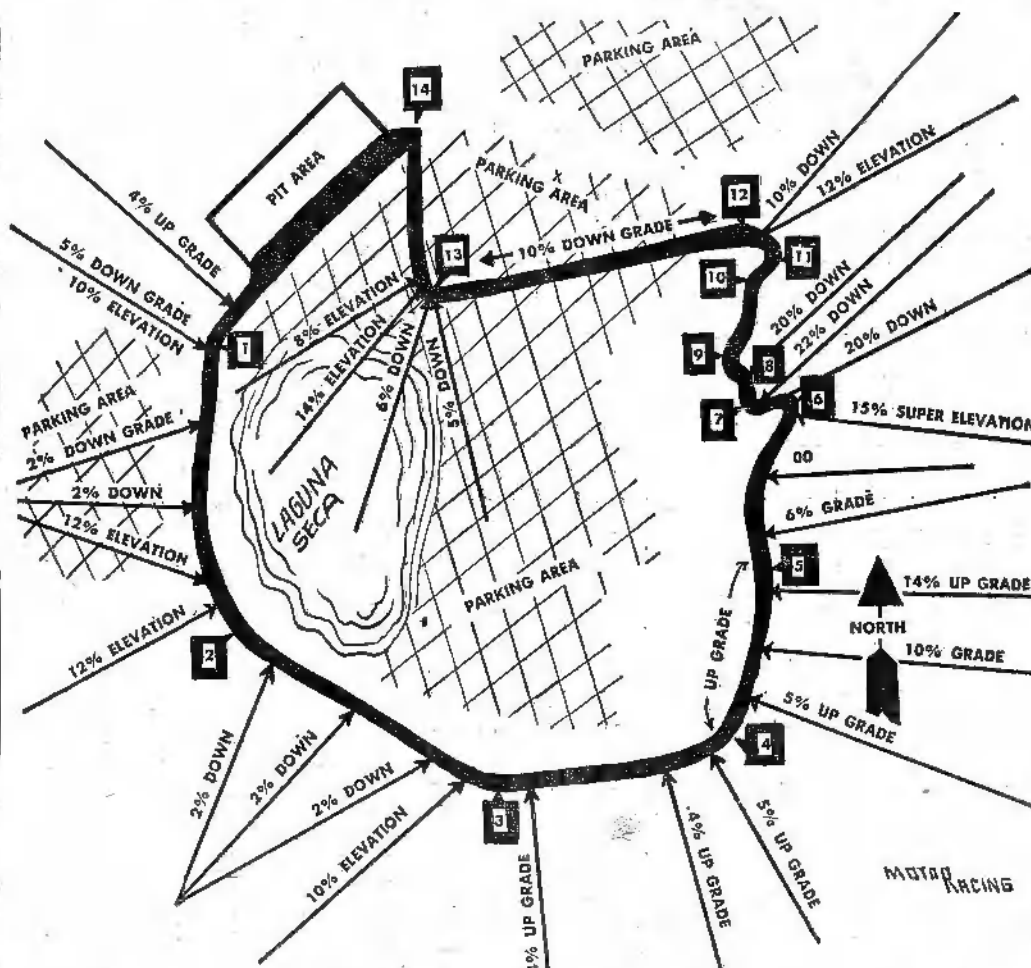
that, for example, an MG-A in 2nd gear will pick up speed with the throttle closed! At the bottom is a slow corner, complete with escape road for those who have no brakes left, then a short straight leading into a 100-foot radius banked turn, then a nasty left into the pit straight.

For rallye enthusiasts, there will be a rallye from "anywhere in the world" to Pebble Beach, with prizes that range from a pair of race tickets to a complete week-end with all expenses paid, Smith reports. Write to SCRAMP, P.O. Box 489, Monterey, Calif., for details, or see your local sports car club.

Buy? Sell? Swap? Whaddya want—Use a result-getting Person-to-Person Want Ad in MOTORACING. Do it now, during our Fall Carnival of Want Ads.

### WHAT'S AN AARDVARK?

The aardvark is either of two African ant-eating, burrowing mammals of the genus *Orycteropus*.



## Figures on Road Circuit

The above map and figures of the Laguna Seca course, which is approximately two miles in length, is by Ted Rothermel, while photos at left are by Tom Wilson, MOTORACING'S No. Calif. staff writer.

Rothermel lists the number of feet between turns and also some radiuses.

Turns 1 to 2—1156ft; 2-3—1584; 3-4—554; 4-5—upgrade 554; 5-6—554; 6-7—approx. 206 downgrade; 7-8—103 also downgrade; 8-9—105 downgrade; 9-10—approx. 264; 10-11—approx. 200; 11-12—approx. 100; 12-13—1584; 13-14—528; 14-1—1156.

From turn 6 to 7 there is an approximate 400ft outside radius; from 11 through 12, approximate-

ly 450ft radius; turn 13, 444ft radius.

The course will be run counterclockwise.

Width is 30ft asphalt, heavy duty. All turns are elevated with the exception of 14. The downgrade on this course will probably be very hard on brakes and transmissions.

### RENAULT

Renault has conducted a service school for mechanics in Newport Beach, Calif., and Oakland. F. Edward Parker was in charge.

### LATE ENOUGH

It isn't later than you think—but it's late enough.

## BEHRA IN MOROCCO GRAND PRIX SCORE

CASABLANCA, Morocco, Oct. 27.—Averaging a sizzling 111-mph, France's Jean Behra won the Grand Prix of Morocco here today in a Maserati, besting Britain's Stewart Lewis-Evans by 38 seconds in a Vanwall.

Maurice Trintignant of France was third in a BRM, while World Champion Juan Manuel Fangio of Argentina placed fourth. Fangio entered the event heedless of a high fever.


Behra's time over the 260.2-mile course was 2 hours, 18min. 20sec.



SEE THE '58s at the Home of

# SPECIALIZED CORVETTE SALES AND SERVICE

PEOPLE WHO OWN

A  TIGER

TAKE IT TO A

 TIGER

SPECIALIST... AND PEOPLE WHO OWN A

 CORVETTE

SHOULD TAKE IT TO A

 CORVETTE SPECIALIST

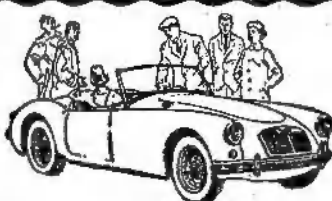
FUEL INJECTION AND COMPETITION SPECIALISTS

Have your car tuned by the same expert service dept. which tunes our championship stock cars:

- Latest dynamometer and analysis equipment
- Fiberglass body and chassis experts...
- Competent, factory-trained mechanics.
- Painting... parts... repairs... new shops!

SEE US for POSITRACTION REAR AXLES... 4-SPEED GEAR BOXES

**RUSH**  
DA. 3-0300 CHEVROLET FA. 1-2900  
15600 S. WESTERN AVE.  
GARDENA, CALIF.



**BURBANK**  
SPORTS CAR  
CENTER

MGA - AUSTIN HEALEY - MG MAGNETTE - MORRIS  
Complete Service Dept. Genuine Factory Parts

SPEED TUNING

ROAD TUNING

507 SO. SAN FERNANDO RD.  
BURBANK

TH. 2-4868  
JIM PARKINSON

★ TRIUMPH TR3  
★ ALFA ROMEO  
★ MERCEDES BENZ  
★ RENAULT  
★ SIMCA  
★ BORGWARD  
★ ENGLISH FORD  
★ GOLIATH  
★ DKW  
★ HILLMAN MINX

**NICK PASTOR**  
3451  
FIRESTONE  
South Gate,  
California  
LOraine  
7-2161



# Pomona Racing Charts

5th Running, Pomona Road Races, California Sports Car Club, Course—L.A. County Fairgrounds—2 miles. Compiled by Long Beach MG Car Club. DOUG BAILEY, scoring marshal. Data on non-finishers by MYRA JONES.

15 races, 288 starters, 47 DNFs, 16% retirements.

OCT. 26

RACE 1—Prod. under 1300cc \*under 1300cc MGs. Time: 16:46, Laps: 10, Avg.: 71.6, Miles: 20.

Pos.	Car No.	Sec.	Behind	Driver	Make of Car	Class	Position
1	197			Roetnor, Michael	Alfa Romeo Veloce	F	1
2	241	37		Lee, Eugene	Alfa Romeo Sypd.	1	2
3	237	38		Taylor, Sam	MG-MK II	3*	3
4	47	44		Dair, Jack	MG-TF	4*	4
5	72	47.5		Fahey, Patrick	MG-TD	5*	5
6	103	48		Roehr, Ken	MG-TD	6*	6
7	712	49		Evans, Todd	MG-TF	7*	7
8	114	77		Jahns, Jeff	MG-TD	8*	8
9	53	89		White, Art	MG-TD	9*	9
10	3	111.1		Hensley, Cliff	MG-TD	10*	10
11	159	43		Newman, Bob	MG-TF	11*	11
12	135	51		Steube, William	MG-TD	12*	12
13	42	53		Beard, George	MG-TD	13*	13
14	710	21.55		Dixon, Harold	MG-TF	14*	14

Did not finish—20 Bob Patton, AR, blew tire; 263 Willie West, AR, threw rod.

RACE 2—Prod. 1300cc, Time: 16:16, Laps: 10, Avg.: 73.82 Miles: 20

1	2	3	4	5	6	7	8	9	10
113	24	194	226	179	251	64	126	55	5
Bracker, Lew	Barker, Ed	Nichols, Frank	Snider, John	Scurlock, Bob	Chaffee, Jim	Kluck, Bill	Stewart, Ed	Freutel, Ed, Jr.	Vandagriff, Skip
Porsche Carrera	Porsche Spd.	MGA	MGA	MGA	MGA	Porsche Spd.	MGA	MGA	MGA

Did not finish—67 Jim Parkinson, MGA, lost oil pressure; 89 Ray Pickering, MGA, distributor lead loose, fried plugs; 168 George Schillreff, MGA, oil pressure.

RACE 3—Prod. 1500cc to 2700cc, Time: 15:19, Laps: 10, Avg.: 78.4, Miles: 10.

1	2	3	4	5	6	7	8	9	10
195	48	192	711	31	46	83	146	164	19
Love, William	Crowder, Gordon	Spears, George	Dixon, Bill	Bucknum, Ronnie	Parkinson, Jim	Haggerty, John	Pryor, Hugh	Windhorst, Bob	Michelmere, D. D.
AC Bristol	AC Bristol	Porsche Spd.	Slata	Porsche Spd.	Austin Healey	AC Bristol	Austin Healey	Austin Healey	Porsche Spd.

Did not finish—61 Dan Levitt, TR-3, lost right front wheel; 107 Robert Conway, Jr., TR, clutch trouble; 158 George Duncan, AC Bristol, broken axle.

RACE 4—Prod. over 2700cc, Time: 15:17, Laps: 10, Avg.: 78.58, Miles: 20.

1	2	3	4	5	6	7	8	9	10
38	58	300	283	28	51	112	4	109	98
Bates, Jack	Austin, Jerry	Cairns, Frank	Porterfield, Andw.	Fletcher, Robert	Woods, Hugh	Atkins, Bill	Morris, Ralph	Padock, Rick	Ruttman, Bert
Corvette	Corvette	Corvette	Corvette	Merc 300SL	Corvette	Merc Benz	Jag XK120M	Jag XK120M	Corvette

Did not finish—26 Barry Rushing, Jaguar, engine too hot; 32 Edgar Pye, Corvette, dropped rear end on starting grid; 221 Ron Ellico, Mercedes, went kaput (ignition).

RACE 5—Sedans, Form II, III, Form Libre, Time: 15:30, Laps: 10, Avg.: 77.5, Miles: 20.

1	2	3	4	5	6	7	8	9	10
16	501	510	531	527	71	13	43	273	30
Reventlow, Lance	Morrow, Harry	Geslin, Jean	Benck, Bill	Dane, Stuart	Pearson, Ron	Nystrom, Per	Block, Ted	Lewin, Cyril	Wheeler, Gordon
Cooper	Cooper Norton	Cooper	Cooper JAP	Dane-Triumph	Volvo 444	Volvo 444	Renault Dauph.	Volvo	Volvo 444

Did not finish—45 Bill Dantzcher, Biedbach Spl., broke brake shoe and wheel cylinder; 521 George Boskoff, Boskoff Matchless, broken axle; 529 Red LeGrand, Renault Spl., lost flywheel. Jim Frank, Cooper, broken valve gear.

RACE 6—Modified under 1000cc, Time: 16:23, Laps: 10, Avg.: 73.2, Miles: 20.

1	2	3	4	5	6	7	8
56	73	260	75	111	207	196	225
Snow, Douglas	Peron, Perry	Verrecchia, Nico	Burggraf, H. C.	Shea, Mike	Miller, Don	McAfee, Bud	Snow, Robt.
Nichols Panhard	Panhard	Crosley Sp.	Panhard	Nardi BMW	Crosley Sp.	Panhard Dyna Jr	Snow Crosley

RACE 7—Modified 1000cc to 1500cc, Time: 21:21, Laps: 15, Avg.: 84.35, Miles: 30.

1	2	3	4	5	6	7	8	9	10
118	50	2	44	27	119	121	8	88	40
Kunstle, Jean	Miles, Ken	Harry Hanford	Monise, Frank	Conklin, Skip	Plass, Robert	Walker, Chuck	Miller, Dusty	Sugarman, Stan	Kirby, Robert
Porsche 550RS	Porsche RS Spyd	OSCA	Lotus MKXI	Lotus Climax	OSCA	MG Mistral	MG Spec	Porsche Spd RS	Porsche Spd

Did not finish—25 Jim Chaffee, MG Spl., hung valve open; 102 Jack Nethercutt, Lotus, slipping clutch.

RACE 8—Modified over 1500cc, Time: 21:15, Laps: 15, Avg.: 84.7, Miles: 30.

1	2	3	4	5	6	7	8	9	10
11	211	59	133	70	204	1	176	37	149
von Neumann, J.	Ginther, Richie	Oker, Bob	Austin, Jerry	Balchowsky, Max	Hulet, Don	Hauser, Eric	Hall, Jerry	Sohus, Robert	Bondurant, Bob
2.5 Ferrari; Testa R	2.0 Ferrari Testa R	Aston Martin	D Jag	Balchowsky-Bulck	Jag Spl.	Zidar Spl.	Talbot Lago	Sohus-Larkin	TR2

Did not finish—0 Andrew Porterfield, Porterfield Gaskins Spl., clutch went out; 94 James Smith, Ferrari, oil leaking onto hot manifold, causing smoke; 152 David Lenard, Cad Kurtis, overheating; 165 Mark Cummings, Cummings Ford, engine starting to seize, overheating; 199 Louis Yates, Corvette Ferrari, overheating; 272 Eric Priest, Volvo Spl., dragging exhaust.

SUNDAY, OCT. 27

RACE 9—Prod. M.G. under 1500cc, Time: 19:38, Laps: 12, Avg.: 73.4, Miles: 24.	Pos.	Car No.	Sec.	Behind	Driver	Wake of Car	Class	Position
	1	170			Scurlock, Bob	MGA	F	1
	2	62	3		Lumkin, John	MGA	1	2
	3	226	13		Snider, John	MGA	2	3
	4	251	32		Chaffee, Jim	MGA	3	4
	5	126	44		Stewart, Ed	MGA	4	5
	6	55	54		Freutel, Ed, Jr.	MGA	5	6
	7	237	58		Taylor, Sam	MG-MKII	6	7
	8	72	59		Fahey, Patrick	MG-TD	7	8
	9	710	11.4		Dixon, Harold	MG-TF	8	9
	10	114	4.5		Jahns, Jeff	MG-TD	9	10
	11	53	9		White, Art	MG-TD	10	11
	12	712	11		Evans, Todd	MG-TF	11	12
	13	135	80		Steube, William	MG-TD	12	13
	14	159	82		Newman, Bob	MG-TF	13	14
	15	47	21.8.5		Dair, Jack	MG-TF	14	15
	16	89	38		Pickering, Ray	MGA	15	16
	17	42	47		Beard, George	MG-TD	16	17

3 Cliff Hensley, MGTD, plugs fouled; 5 Skip Vandagriff, MGA, out of timing, overheating; 103 Ken Roehr, MGTD, got hot and froze up; 168 George Schillreff, MGA, (?); 194 Frank Nichols, MGA, (?).

RACE 10—Prod. under 2000cc excluding M.G.s. Time: 19:59, Laps: 13, Avg.: 78.05, Miles: 26.

1	2	3	4	5	6	7	8	9	10
195	192	711	113	31	158	19	24	197	41
Love, William	Spears, George	Dixon, Bill	Bracker, Lew	Bucknum, Ronnie	Duncan, George	Michelmere, D. D.	Barker, Ed	Roetnor, Michael	Patton, Robert
AC Bristol	Porsche Spd	Slata	Porsche Carrera	Porsche Spd	AC Bristol	Porsche Spd	Porsche Spd	Alfa Romeo Veloce	Alfa Romeo Sp

48 Gordon Crowder, AC Bristol, shattered left rear bearing; 57 Don Payne, 61 Dan Levitt and 131 Charles Hanner, all Triumph TR3s, (?).

RACE 11—Prod. over 2000cc, Time: 20:04, Laps: 13, Avg.: 77.8, Miles: 26.

1	2	3	4	5	6	7	8	9	10
300	46	28	112	51	221	283	4	109	164
Cairns, Frank	Parkinson, Jim	Fletcher, Robert	Atkins, Bill	Woods, Hugh	Ellico, Ron	Porterfield, Andw.	Morris, Ralph	Padock, Rick	Windhorst, Bob
Corvette (Disq.—Placed 3rd)	Austin Healey	Merc 300 SL	Merc 300 SL	Corvette	Merc 300 SL	Corvette	Jag XK120M	Jag XK120M	Austin Healey

32 Edgar Pye, Corvette, oil on clutch plate, then lost clutch; 38 Jack Bates, Corvette, lost 1st gear, then went over curb & onto grass on Turn 3.

RACE 12—F. L., F. II, F. III, Sedans. Also mod. sports cars not qual for Events 13 & 15. Time: 11:37, Laps: 8, Avg.: 82.7, Miles: 16.

1	2	3	4	5	6	7	8	9	10
16	249	102	199	272	12	531	45	521	25
Reventlow, Lance	Drake, Bob	Nethercutt, Jack	Yates, Louis	Priest, Eric	Dunbar, David	Benck, Bill	Dantzcher, Bill	Boskoff, George	Chaffee, Jim
Cooper	Cooper Climax	Lotus XI	Corv Ferrari	Volvo Spec	Fubar Merc Sp	Cooper JAP	Biedbach Sp	Boskoff-Match	MG Spec

71 Ron Pearson, Volvo, coil wire fell off; 510 Gene Geslin, Cooper, lost sprocket.

RACE 13—Modifieds under 1500cc, Time: 59:18, Laps: 42, Avg.: 85, Miles: 84.

1	2	3	4	5	6	7	8	9	10
50	118	249	2	102	27	531	45	521	25
Miles, Ken	Kunstle, Jean	Drake, Bob	Hanford, Harry	Nethercutt, Jack	Conklin, Skip	Plass, Robert	Bracker, Lew	Sugarman, Stan	Monise, Frank
Porsche RS Spyd	Porsche 550RS	Cooper Climax	OSCA	Lotus XI	Lotus Climax	OSCA	Porsche Carrera	Porsche Spd RS	Lotus MK XI

15 Larry Taylor, Lotus, loose exhaust pipe; 40 John Davis, Porsche Spyd, right front fender bashed; 75 Frank Livingston, Panhard, lost front wheel; 147 Bill Mullen, MG Spl., fuel pump trouble; 260 Rico Verrecchia, Crosley, rod bearing failure.

RACE 14—Women's Race, Time: 12:00, Laps: 8, Avg.: 80, Miles: 16.

1	2	3	4	5	6	7	8	9	10
188	59	195	146	81	88	149	87	164	22
Levy, Ruth	Davis, Mary	Scott, Linda	Windhorst, Barb.	Shutes, Betty	Anderson, Janet	Millman, Jeannie	Doushness, Ruth	Hunsinger, Shelby	Fischal, Joan
Porsche 550	Aston Martin DB3S	AC Bristol	Austin Healey	Porsche Spyd RS	TR2	Jag XK120M	Austin Healey	Corvette	Austin Healey

RACE 15—Modifieds over 1500cc, Time: 1:00, 17 Laps: 43, Avg.: 85.6, Miles: 86.

1	2	3	4	5	6	7	8	9	10
11	211	118	133	1	195	711	176	199	149
von Neumann, J.	Ginther, Richie	Kunstle, Jean	Austin, Jerry	Hauser, Eric	Love, William	Dixon, Bill	Hall, Terry	Yates, Louis	Bondurant, Bob
2.5 Ferrari Testa R	2.0 Ferrari Testa R	Porsche 550RS	D-Jag	Zidar Spec	AC Bristol	Slata	Talbot Lago	Corv Ferrari	TR2

23 John Timanus, blew oil pressure line to filter; 37 Robert Sohul, Sohul-Larkin Spl., fuel pump quit; 59 Bob Oker, Aston-Martin, bad brakes, rear end went out; 204 Don Hulet, Jag, brakes went out, took escape road on Turn 2; 271 Ron Pearson, Volvo, broken throttle return spring.

## SAN DIEGO RACES

(Continued from Page 1)

having watched this car in practically all of its Coast starts. His laps ranged from 1:36 to 1:38.

McAFEE VICTOR

McAfee, who won the under-1500 by four seconds from Joe Playan, held down second place for seven laps and then yielded to Richie, who stayed in the No. 2 slot until the finish. McAfee and Love were third and fourth almost all the way.

A tremendous effort was turned in by Hall, a handsome 22-year-old Texan from Dallas and protégé of Carroll Shelby. Fourth at the time, he was black-flagged for spilling gas on the sixth lap. The pit stop cost him eight positions, but he fought his way back to 5th on the 24th whirl.

Playan, racing under the aegis of Calif. Sports Car Accessories and who figured in the week-end's top thriller yesterday, had rugged luck in the main go. A broken rod on his Porsche RS forced him out on the 3rd lap. He was 4th at the time behind von Neumann, McAfee and Ginther.

In the under-1500, Playan led McAfee for 11 laps, but the positions were reversed from there to the finish. Jack averaged 87.3 mph in the one-hour 37-lapper. Von Neumann's average appeared a shade faster than McAfee's to this writer.

LOZANO FOLLOWS

Ignacio Lozano and Skip Conklin, in Lotuses, were next, followed by Jack West, who drove a Porsche Spyder all the way from San Francisco to San Diego, competed in his FIRST RACE and finished 5th overall!

Bob Drake, in the Cooper Climax, held down third spot from the 1st through the 31st lap, when he was knocked out with a broken fuel line.

Ruth Levy, Porsche Spyder, as usual, won the women's race handsily; Ron Pearson, nabbed the sedan joust, and Chuck Daigh proved one of the hits of the meet by racking up today's highest average, 67.5mph for 11 laps, in a little 110hp Formula II Cooper-Climax against the Formula III boys. He also won the opening consolation race.

Cal Bailey snared the big production race in a Corvette, and Love, the spectacular San Bernardino phenom, started at the tail-end because he wasn't around yesterday (same as Sacramento), yet won the under-2000 production event in his AC Bristol. He's piling up an even more impressive record than Bob Oker when the latter was steering the same marque.

Von Neumann also won yesterday's headliner with the top average of the two-day meet, 68.7mph, but the corker was the McAfee-Playan duel. Jack won it at the wire by .1 second. Other winners were Daigh, Ruth Levy, Harry Morrow, Hugh Woods and Ronnie Bucknum.

This was an intimate, fun race session witnessed by some 5000 fans and staged by the San Diego Region of SCCA and the SD Jr. Chamber of Commerce. We'll call 'em the San Diego races, you can call 'em Torrey Pines if you wish.

Specialists in Service for  
Jaguar - MG & Austin-Healey  
Now Specializing in LANCIA  
**OSSIE & REG**  
5406 W. WASHINGTON  
(Corner Washington and Hauser)  
LOS ANGELES 16, CALIFORNIA  
WEBSTER 4-2665

**SOUTH BAY IMPORTED CAR CENTER**  
BOB DRAKE  
GEORGE DILLAWAY  
JOHN LUMKIN  
**SPORTS CAR RACING SPECIALISTS**  
Road Tuning • Speed Tuning  
Complete Service Dept.  
**610 TORRANCE BLVD.**  
REDONDO BEACH  
FR. 2-8104



# San Diego Racing Charts

SPORTS CAR CLUB OF AMERICA—SAN DIEGO REGION, SIXTH ANNUAL TORREY PINES ROAD RACES, HOURGLASS FIELD, SAN DIEGO. Course—1.85 Miles. Data on non-finishers by PATTI BIEHL.

SATURDAY, OCT. 19

RACE 1—Production to 1600cc, Class F, G, and H. Time: 18 m 40sec. Laps: 10. Avg.: 59.75. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H	Sedan
1	31	48	Bucknum, Ronnie	Porsche Spd.		1				
2	19	52	Michelmores, D.	Porsche 1600		2				
3	263	58	West, Willie	Alfa Romeo		3	1			
4	115	59	Kessinger, Chuck	Alfa Romeo		4	2			
5	112	61	Bowdley, Capt. Geo.	Porsche		5				
6	117	62	Kluck, Chester	Porsche		6				
7	71	78	Pearson, Ron	Volvo		7				1
8	47	82	Dair, Jack	MG-TF		8				
9	3	83	Nystrom, Perr	Volvo		9				
10	6	87	Wilson, Reg	Volvo		10				2
11	120	96	Bythiner Klaus	Alfa Romeo		11				
12	259	118	Block, Ted	Renault Dau.		12			1	4
13	237	114	Taylor, Sam	MG-TD		13				
14	103	118	Roehr, Ken	MG-TD		14				
15	151	125	Gard, Don	MG-A		15				
16	1	129	Moar, Marvin	Simca Aronde		16				5
17	153	142	Sparks, Robert	MG-A		17				
18	00	157	Van Beuren, Fred	Simca Aronde		18				6

Did not finish—109 Eduardo Dibos, Moretti coupe—This was the competitor from Peru. He explained, in English, with a charming accent, that he heard a funny little noise from the engine and since it wasn't his own car, he brought it in; 92 Jack Gleghorn, MG-TD, broken rear axle.

RACE 2—Production over 1600cc, Class B, C, D, and E. Time: 17 m 31 sec. Laps: 10. Avg.: 63.6. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	B	C	D	E
1	51	48	Woods, Hugh	Corvette		1				
2	48	50	Crowder, Gordon	AC Bristol		2				1
3	10	40	von Kaesberg, Lek	Mercedes 300SL		3				
4	127	44	Benjamin, Bennie	Jaguar XK-140MC		4			1	
5	14	57	Bailey, Cal	Corvette		5				
6	93	75	Evans, Art	Jaguar XK-120		6			2	
7	146	82	Pryor, Hugh	Austin Healey 100		7				2
8	7	98	Brown, Hatch	Alfa 1900		8				
9	64	106	Richardson, Neil	Jaguar XK		9			3	
10	61	113	Levitt, Dan	Triumph TR-3		10				4
11	8	117	Meunier, Ed	Triumph TR-3		11				5
12	41	116	Sutton, George	Triumph TR-2		12				
13	45	1120	McCormick, John	Austin Healey 100		13				
14	217	1160	Fox, Jim	Jaguar XK-120		14				

Did not finish—58 Jerry Austin, Corvette, over-heating; 145 Lew Spencer, Morgan, clutch bearing went out; 97 C. L. Ferlazzo, Corvette, when the car zigs, the fuel in the float bowl zags; 125 Lawrence Clark, Corvette, won a trophy, the hard-luck variety, by breaking a rod. The bits and pieces were used for the top of the trophy.

RACE 3—Formula II and III and Women's Race. Time: 17 m 31 sec. Laps: 10. Avg.: 63.4. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	Under 1500	Over 1500	II	III
1	116	48	Daigh, Chuck	Cooper Climax		1				
2	188	51	Levy, Ruth	Porsche-Spyder RS		2				1
3	501	72	Morrow, Harry	Cooper-Norton		3				
4	288	95	Shutes, Betty	Porsche		4				
5	146	110	Windhorst, Barb.	Austin Healey		5				
6	19	114	Scott, Linda	Porsche Spd.		6				
7	510	1140	Geslin, Jean	Cooper		7				2
8	527	1143	Haseilton, Cliff	Dane-Triumph		8				3
9	516	1171	Frank, James	Cooper		9				4
10	61	217	Markey, Anna	TR-3		10				
11	92	2138	Taylor, Nora	MG-Mk II		11				

Did not finish—504 M. Brunner, Cooper FII, Those good old hundred dollar noises indicated lower end troubles; 521 G. Boskoff, Cooper FII, transmission failed on next to last lap; 134 Barbara Burhop, VW Special, lost oil while sitting on the grid waiting to start; same thing happened here last race; pretty poor luck on your home circuit.

RACE 4—Modified under 1500cc, Class F, G, and H. Time: 16m 29.8s. Laps: 10. Avg.: 67.0. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H
1	88	48	McAfee, Jack	Porsche Spyder RS		1			
2	29	51	Playan, Joe	Porsche-Spyder RS		2			
3	49	54	Drake, Bob	Cooper Climax		3			
4	63	59	Lozano, Ignacio	Lotus Mk XI		4			
5	136	60	Biehl, John	Cooper		5			
6	27	65	Conklin, Skip	Lotus Mk XI		6			
7	141	114	West, Jack	Porsche Spyder		7			
8	288	1127	Sugarman, Stan	Porsche Spyder		8			
9	202	1134	Shaw, William	MG-TC		9			
10	214	1191	Brigandi, Dr. Karl	Abarth Spyder		10			

RACE 5—Modified over 1500cc, Class D, E. Time: 16.10. Laps: 10. Avg.: 68.7. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	D	E
1	11	27.2	vonNeumann, John	2.5 Ferrari Testa Rossa		1		
2	211	27.2	Ginther, Richie	2.0 Ferrari Testa Rossa		2		
3	5	37.8	Hall, Jim	2.0 Maserati		3		
4	219	11.5	Cadrobbl, Al	2.5 Ferrari Testa Rossa		4		
5	124	119.5	Firestone, Jim	Frazer Nash		5		

Did not finish—4 Bruce Kessler, Ferrari Chev., fan came off and over-heating resulted; 116 Chuck Daigh, Cooper Climax FII (practiced), cat and almost moused von Neumann and withdrawing before end of race with honor.

SUNDAY, OCT. 20

RACE 6—Consolation Race. Time: 17m 46.9s. Laps: 10. Avg.: 62.5. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H
1	116	48	Chuck Daigh	Cooper Climax		1			
2	188	51	Bill Love	AC Bristol		2			
3	4	9.4	Lew Yates	Ferrari Chev.		3			
4	288	28.9	Stan Sugarman	Porsche Spyder		4			
5	145	103.8	Lew Spencer	Morgan Plus Four		5			
6	202	1112.5	William Shaw	MG-TC		6			
7	97	1120.9	C. L. Ferlazzo	Corvette		7			
8	287	1122.8	Sam Taylor	MG-Mk II		8			
9	103	1129.1	Ken Roehr	MG-TD		9			
10	151	1144.9	Leonard Gordon	MG-A		10			

Did not finish—92 Jack Gleghorn, MG-TD, repairs effected Saturday weren't adequate; 41 George Sutton, TR-2, depositing oil on track and was black-flagged, rings?; 58 Jerry Austin, Corvette, same old overheating problems.

RACE 7—Production under 2000cc. Time 20 min. 8.2 sec. Laps: 11. Avg.: 60.9. Miles: 20.30.

Pos.	No.	Secs.	Driver	Car	Class	Position	E	F	G	H
1	195	48	Bill Love	AC Bristol		1				
2	48	2.7	Gordon Crowder	AC Bristol		2				
3	31	4.1	Ronnie Bucknum	Porsche Spd.		3				
4	19	43.3	Mich Michelmores	Porsche 1600		4				
5	7	92	Hatch Brown	Alfa 1900		5				
6	263	102.8	A. H. Brown	Alfa Spyder		6				
7	115	116.1	Chuck Kessinger	Alfa Spyder		7				
8	61	1126	Dan Levitt	TR-3		8				
9	237	1127	Sam Taylor	MG-TD		9				
10	117	1128.9	William Kluck	Porsche Spd.		10				
11	47	1133.9	Jack Dair	MG-TF		11				
12	151	1139.4	Leonard Gordon	MG-A		12				
13	103	1144.4	Ken Roehr	MG-TD		13				
14	120	1169.7	Klaus Bythiner	Alfa Romeo		14				
15	112	21.79	Capt. Geo. Bowdley	Porsche 1500		15				

Did not finish—8 Ed Meunier, TR-3, contributing more oil to the circuit and black-flagged.

RACE 8—Production over 2000cc. Time: 30 m .08s. Laps: 17. Avg.: 59.95. Miles: 30.05.

Pos.	No.	Secs.	Driver	Car	Class	Position	B	C	D
1	14	51	Cal Bailey	Corvette		1			
2	51	1.5	Hugh Woods	Corvette		2			
3	10	59	Lek Von Kaesberg	300 SL Merc. Benz		3			
4	127	60	Bennie Benjamin	Jaguar XK-140MC		4			
5	93	107.5	Art Evans	Jaguar XK-120M		5			
6	64	1117.5	Hap Richardson	Jaguar XK		6			
7	148	1118.2	Hugh Pryor	Austin Healey 100M		7			
8	97	1141	C. L. Ferlazzo	Corvette		8			
9	217	1191.2	John Fox	Jaguar XK-120		9			
10	45	2187.6	John McCormick	Austin-Healey 100 M		10			

RACE 9—Women's Race, Sedans & F II & III (combined). Time: 19m 10s. Laps: 11. Avg.: 63.4. Miles: 20.4.

Pos.	No.	Secs.	Driver	Car	Class	Position	Over 1500	Under 1500
1	188	48	Ruth Levy	Porsche Spyder RS		1		
2	195	53	Linda Scott	AC Bristol		2		
3	288	120	Betty Shutes	Porsche		3		
4	146	11.5	Barbara Windhorst	Austin Healey		4		
5	237	1116	Nora Taylor	MG-Mk II		5		
6	214	2113	Carmela Martin	Abarth Spyder		6		
7	61	2114	Anna Markey	TR-3		7		

## Foreign Cars at Auto Show

The 35th annual Los Angeles International Auto Show will include a number of imported marques and all the 1958 American models, it was announced last week by Mel Alsbury, sr., vice-president of the sponsoring L. A. Motor Car Dealers Assn.

The display will be presented Nov. 14-25 at the Pan Pacific Auditorium.

## RICARDO'S 300SL CONCOURS WINNER

WESTCHESTER, Calif., Oct. 27

—An idyllic setting complete with palm trees, spacious green lawns and bright sunshine prevailed for AIREsearch Sports Car Club's concours d'elegance here today at Loyola University as Don Ricardo's Mercedes-Benz 300SL was awarded best-of-show laurels.

Some 2500 spectators viewed the concours, rated one of the season's finest. Cinemactress Esther Williams presented the awards. The event drew 73 entries and was staged as a benefit to help construct a new wing at Inglewood's Danial Freeman Hospital, with incomplete tallies showing between \$600 and \$800 collected for the fund.

Judges included Actor Keenan Wynn, Road & Track's John and Elaine Bond and Vilem B. Haan, dealer in sports car accessories. The reserve award went to Don Schoenert's Aston-Martin DB 2-4. Cam Cooper was "emcee."

Class winners: 1-A: Jack R. Morris, MGTC. 1-B: Lew Turchi, VW. 2-A: Mal & Ruth Doherty, A-H 100. 2-B: Terry Fraser, VW. Karmann-Ghia. 3-A: Beverly & Leonard Clow, Alfa Romeo. Giul. 3-B: Donald A. Denison, Jaguar Mk. V. 4-A: Don Ricardo, M-B 300SL. 4-B: Don Schoenert, Aston-Martin DB 2-4. 5: Howard H. Baker, Jr., Corvette. 6: Clem Heiser, 1911 Coey Flyer. 7-A: Benjamin R. Potts, Rolls-Bentley. 7-B: LaVerne A. Orcutt, 1927 Model T Ford pickup. 8: Brad Smith, Chev. Bel-Air. 9-1A: John Rasmussen, 1929 Model A Ford rdster. 9-B: J. Neal East, 1932 Model B Ford. 10-A: Don Rackemann, Ford T-Bird. Dealer's class: Bill Hunt Motors, Fiat 1100TV; Newcastle Sports Car Centre MGA Cpe.; Michel Eros., Inc., Renault Dauphine.

RACE 9-B—Sedans. Time 19m 45s. Laps: 10. Avg.: 56.1. Miles: 18.5.

Pos.	No.	Secs.	Driver	Car	Class	Position	F	G	H
1	71	48	Ron Pearson	Volvo		1			
2	3	51	Perr Nystrom	Volvo		2			
3	6	55	Reg Wilson	Volvo		3			
4	259	45	Ted Block	Renault Dauphine		4			
5	1	90	Marvin Moar	Simca Aronde		5			
6	00	113Fr	Fred Van Beuren	Simca Aronde		6			

RACE 9-C—Formula II and III. Time: 18m 05s. Laps: 11. Avg.: 67.5. Miles: 20.35.

Pos.	No.	Secs.	Driver	Car	Class	Position	II	III
1	116	48	Chuck Daigh	Cooper Climax		1		
2	510	78	Chuck Daigh	Cooper Norton		2		
3	521	121	George Boskoff	Boskoff Spec.		3		
4	527	137	Cliff Haseilton	Danes Triumph		4		
5	528	31176	Charles McCarty	Cooper Mk V		5		
6	501	31200	Harry Morrow	Cooper Norton		6		

\*Pushed car across finish line; clutch failure. Did not finish—530 Ace Elland, Cooper JAP, flung rod through the case.

RACE 10—Under 1500cc for Modifieds. Time: 61m 4s. Laps: 37. Avg.: 67.3. Miles: 68.4.

Miles: 68.4.						Fp	Fm	Gp	Gm
1	88		Jack McAfee	Porsche Spyder RS		1			
2	29	4	Joe Playan	Porsche Spyder RS		2			
3	63	1L22	Ignacio Lozano	Lotus Mk XI					
4	27	2L7	Skip Conklin	Lotus Mk XI					1
5	141	2L21	Jack West	Porsche Spyder					2
6	288	2L66	Stan Sugarman	Porsche Spyder		3			
7	136	2L78	John Biehl	Cooper					3
8	31	2L80	Ronnie Bucknum	Porsche Speedster		1			
9	115	3L3	Frank Aldhous	Alfa Romeo Spyder					1
10	202	3L3.5	Bill Shaw	MG-TC		5			
11	263	3L79	Palmer Hughes	Alfa Romeo Spyder				2	
12	214	4L8	Dr. Karl Brizandi	Abarth Spyder					4





San Francisco Newsletter

## Dear Gus

By Tom Wilson

PREMIUM ON DRIVING SKILL  
AT LAGUNA SECA COURSE

### DEAR GUS:

From all indications, Laguna Seca (Pebble Beach) will be ready to go on the week-end of Nov. 9-10. The race officials from the S.F. local of SCCA have had one preview and briefing at the course. Another is scheduled before the race date, so it should be well organized by race time.

The full-floating Johns and the rubber hot dogs will make the ensemble complete and they will be "off'n running." The 1.9 mile course, with its ups and downs, will be a gear-box-and-brakes course. The 14 major and minor turns make it a course of acceleration and put a premium on driving skill. The way the experts have it pegged, the RS Spyders and von Neumann's 2.5 Testa Rossa will be the cars to beat on this course.

The course is paved with asphalt-concrete for a 30-foot width; the surface will hold in rain and not fill up with rubber. The steepest pitches will be 15% uphill and 12% downhill with turns banked to a maximum of 15%. It means that the winner must play a tune on the gearbox and go in to the race with new brakes. It might be advisable to bring an extra set of brake shoes to be installed after the Saturday practice. If you lose your brakes on Sunday, you've had it.

Tech inspection will be held at Foreign Motors, Monterey, on Friday night and Saturday morning. All official worker and crew passes will be issued at these times. If you think that you can get past the Army without these credentials — they've got news for you. You haven't lived until you try to bust past those guards without the right tag. If you haven't made a contact yet, forget about working this one, since there is always an excess of help at this race. There will be no crew of 75 on turn 3 as at the '56 Pebble race so just make up your mind that it will be a case of shell out, pick a prominent knoll and watch this one with the girl friend.

★

### "WHEELS BACKING AGAIN"

Another premature edict of SCCA has gone by the boards and the boys may unwrap their recaps and use them again. An approved list of tires may be recapped and raced if the top speed of the car is less than 110 mph. At Palm Springs and Riverside, this will cut the list of eligibles to a minimum but on the 14-turn, 1.9-mile course of Laguna Seca it will be a different story. The boys are betting on a top lap of 75mph, so it could be that the only ineligibles will be the Ferraris, Maseratis and Porsche Spyders.

The question is — who determines if the driver can handle that crate at 110mph or whether it is sick and can't make that speed? If a car goes through the traps in excess of 110, will it be black-flagged? Who is to determine the top speed of these back-yard specials? I'm afraid that the boys goofed again and the ban is off, if the driver wants to put up a beef.

One thing is for certain, you won't get on the starting grid without flame-proof clothing, with tight ankles and wrist bands. Carroll Shelby, with his Okie serge will have a problem. Bicycle clips will solve the ankle problem but that T-shirt deal is out. The garment must be presented at tech inspection for testing for fire resistance — if you are to eventually burn up, you might as well do it at tech. Your friends will always remember what a bright blue flame you made — that alcoholic influence, you know. The edict did not make clear whether the garment was to be worn during the cinder test or whether it was to be tested with a flame thrower.

Regardless of the details, Gus, you should make it a date to be there; maybe some of those guys whom you have been needling will go pfft right before your eyes and your troubles will be over.

★

### OPERATION POP-SKULL (Cont.)

The S.F. Region has issued a call for the novice drivers and others not entered to donate the use of their legal helmets to the entries from the more backward regions. Bell or Toptex helmets are mandatory, so the Eastern drivers may borrow one if they know the right guys. Gus, it seems that the resistance to this helmet edict has about died out. After seeing Chick Leson at Arcata and Jim Moran at Sacramento, the boys are about convinced. Chick said it was nerve-racking but Jim only remarked that it was dark under there — probably he's been there before.

If they don't change their minds before post time, the two big modified races will get under way with Le Mans starts so it may be necessary to take off the hay-wire and fix that door latch before post time. This will stretch out the field and open up some space between cars during the first few laps. (The Le Mans start—not the hay-wire).

As usual, the natives are pulling in the winter rates signs and rooms are scarce. In fact some of the inn keepers are insisting that you be their guests for two nights or else go back to mother. This is the

## GLENDALE BILLS 4TH GYMKHANA

GLENDALE, Oct. 29 — Gymkhana fanatics figure to have their usual field day in the 4th annual Glendale event sponsored by this city's Junior Chamber of Commerce Sunday, Nov. 3.

Cooperating is the Mercedes-Benz Owners' Club. Site is Librascope's parking lot, 808 Western Ave., at 10 a.m. Loads of trophies are at stake. Contact the Glendale Jaycees, 110 W. Lexington, for more info and entries.

same deal as heretofore but keep a stiff upper lip, old chap, and bear up. We don't think that Salinas has heard the news and may be reasonable to deal with. Remember it is all in the interest of the sport and we can go back to ham hocks and cabbage for a week or two. Remember, all sports car folks are loaded and prime to be plucked.

Well Gus, if you can close that deal before Pebble, it is o.k. because you'll need the dough. Otherwise leave it ride until the following week at Riverside when George Cary may feel flush and take it off your hands.

With best regards,  
tom wilson.

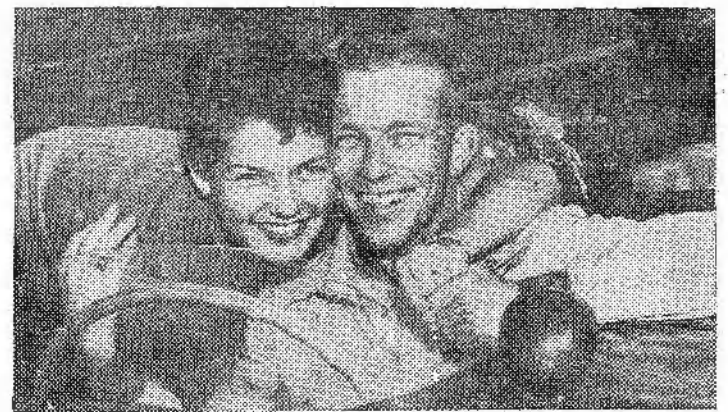
FOR  
INSURANCE  
SEE THE MAN  
Who Specializes in

### SPORTS CAR INSURANCE

(Also Life & Gen. Insurance)  
Insurance Brokers for  
Riverside International  
Motor Raceway

### LEWIS A. BRACKER

12069 Ventura Pl.  
Studio City, Calif.  
ST. 7-9458



**POPULAR DUO**—At San Diego races Oct. 19-20, friends learned of the engagement of "Jackie" Holter, Culver City, to Richie Ginther, Santa Monica, well-known Ferrari pilot. He drives John Edgar's 4.9-liter Ferrari in Palm Springs' SCCA National races this week-end.

## PARKHOUSE MOTORS

### FACTORY AUTHORIZED SERVICE

Jaguar • MG • Healey • Morris • Singer • Triumph

Body and Paint Shops

Under personal supervision of Bruce and Jack Parkhouse  
181 S. La Brea (at 2nd St.) • WE. 8-2848

## A COMPLETE FOREIGN CAR SERVICE NOW! AT 6069 MELROSE AVE.

### BOB CARROLL

Aluminum Fabrication  
Custom Work  
Foreign Car Repair  
Race & Sports Car  
Engineering

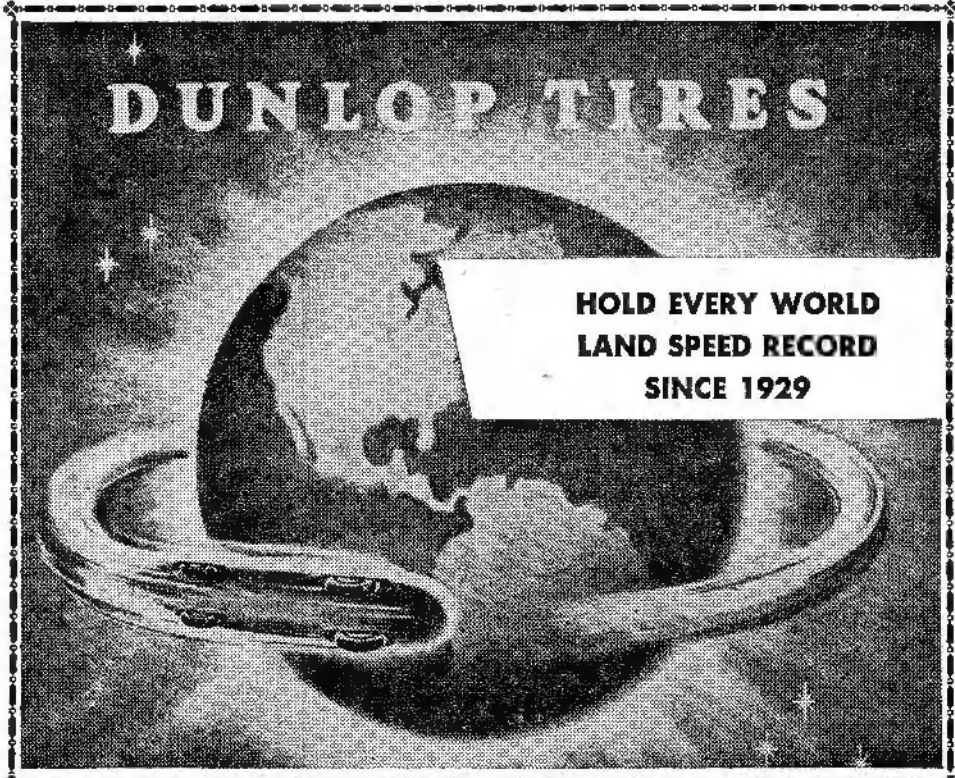
### MELROSE GARAGE

BOB PLASS  
CHUCK WALKER

M.G.-Jaguar — O.S.C.A.  
Parts, Repair & Service  
Evenings - Saturdays  
& Sundays

6069 Melrose Ave. (Near Wilcox), Hollywood HO. 4-4447

## THE WORLD'S SAFEST TIRE



CONTINENTAL MOTORS  
14851 E. WHITTIER BLVD.  
WHITTIER

AUTO WORKS  
17454 CHATSWORTH ST.  
GRANADA HILLS

CLARK'S SERVICE  
AT PARKHOUSE MOTORS  
181 S. LA BREA

CLIFFORD T. NUTT  
245 W. FOOTHILL BLVD.  
MONROVIA

## SPORTS CAR OWNERS

- ★ We carry a complete line of imported Dunlop Tires and Tubes.
- ★ We recap all sizes of foreign car tires with 100% natural road racing rubber, plus special rebuilding of tires to racing specifications.
- ★ All work done by our company is guaranteed against defects in workmanship and material without limit as to time or mileage.

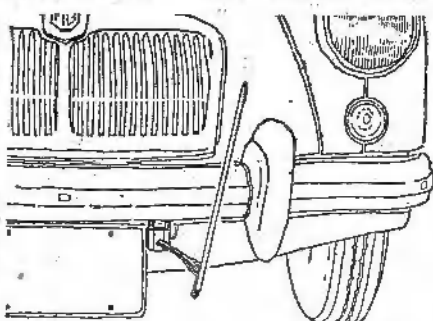
## GARDNER-REYNOLDS, INC.

4758 E. Olympic Blvd.  
Los Angeles 22, California

OR SEE THESE CALIF. DEALERS **Angelus 9-0707**

## "SOUND PROTECTION" for Your Car

SONIC SHIELD protects your car while you're away . . . from careless parkers with Detroit Iron. As another car approaches too close to your grille your horn blares a warning. Can save you many dollars in repair bills. One lead to connect, one clamp to tighten. Install it yourself. \$14.95 ppd.



**Mitten**  
"Fits like a glove"

3044 N. San Gabriel Blvd.

PHONE: CUMBERLAND 3-1410

2 1/2 Blks. S. of San Bernardino Freeway



## 1000-MILE U.S. RALLYE A HIT

(Continued from Page 2)

stretch was run, as always, at night after a strenuous day-long drive on slippery roads. The checkpoint was south of the Straits, so the ferry schedule for once didn't play a part in the scoring of the rallye.

We were on our own crossing the Straits that night, so we relaxed, compared calculated times with our competitors, and watched the Aurora Borealis lighting up the northern sky. We spent the night, the remaining four hours of it, in the town of Brevort on the Michigan upper peninsula, and before daylight we were off again on the fourth leg of the endurance run.

About noon Sunday we arrived at the "Road America" course after a sneaky checkpoint just north of Elkhart Lake, Wis. We were to drive a "Regularity Run" at 41.4mph around a slightly modified course. Even the class F production cars turn the course at 65 or 70mph in competition, so we thought holding the car right on the average speed would be a snap. A glance at the modifications made it apparent to us that maintaining the average speed wouldn't be this easy.

**TRICKY DEAL**  
The first modification to the course consisted of a hay bale "garage" placed near the pagoda on the main straightaway. We were required to back into this extremely narrow garage and touch but not overturn a pylon placed at the back of it. Farther around the course another straightaway was chicaned to make the speed a little more interesting. Under these conditions the run around "Road America" was a "busy" and most enjoyable drive.

**FEW SPEED CHANGES**  
The rallye continued south through Milwaukee where a slight error in the route instructions lost most of the non-Chicagoans at least momentarily. We were not the only one required to

make up 25 minutes during the last hour of the rallye. Under these conditions and with a given average speed of 41.33mph, one soon finds the absolute maximum speed of his little vehicle. I didn't have tire expansion charts along to correct my indicated distance so, since I rallye with expandable tires, I may have been a few seconds early at the final checkpoint in Waukegan, Ill.

Looking at the rallye from a West Coast rallier's point of view: speed changes were few—only 6 changes of average speed during the rallye; rallye was laid out with a fifth wheel; timing was to the nearest minute but a WWV tuned radio was emitting beeps at each of the well-manned and orderly checkpoints; no coffee breaks, no lunch breaks, during some legs we knew the approximate location of enough time to stop for gas or other necessities; at checkpoints time-in and time-out was the same; the average speeds—halcyon, considering road conditions over nearly the entire route; it reminded me of this year's "Primero del Ano Rallye," and "Spring Rallye" (only wet and slick) and "Rallye de No-Snail" laid end to end two days in a row. It was not a "navigational rallye"—it was not meant to be—it was a SPORTS CAR RALLYE and it was terrific.

**Results:** Special award—John DeGenford, Chicago, who drove a BMW Isetta (he was last year's winner in a different car); Sportsmanship award—Bo Clauseen, Chicago, his 300 SL was providing power for the Isetta at the time of the Victory banquet Sunday night; Over-all winner—Richard Beverly, Dundee, Ill., Corvette. Over 1300cc—1st, R. W. Smith, Quakerstown, Pa., Porsche; 2nd, B. Young, Winnetka, Ill., Jaguar; 3rd, S. D. Harvey, Dearborn, Mich., Porsche. Under 1300cc—1st, G. D. Eache, Lansing, Mich., V.W.; 2nd, F. Phillips, Aurora, Mo., V.W. Ghia; 3rd, A. F. von Wening, Milwaukee, Wis., Alfa.

### Van Titchelt Economy Victor

Bill Van Titchelt, cruising at an average 42mph, won the Renault Owners' Club Economy Run to the Sun by turning in a miserly average consumption of 69.04 mpg, Oct. 27.

John Becker was second with 63.93mpg, lucking out over Irv Rosen, who had the same, on a ton-miles-per-gallon basis. All three drove Dauphines in the West Covina-to-Palm Springs trek. Jirh Johnson's 59.52 was tops for 4CVs during the 86.30-miler. The 35 entrants averaged 40mph, all finishing to enjoy a grand day at the Ranch Club.

## Lullaby of Frogland:

## Minicars Dominate Show

BY HENRY N. MANNEY III  
MOTORACING Staff Correspondent

PARIS—This year's Salon d'Automobile in the Grand Palais at Paris was pretty much the same as those in recent years, to wit—minicars of various varieties dominated the scene and the purses of the French visitors to the expense of the flamboyant Delahayes, Delages and Talbots of former times.

There were Henry Manney III also many medium-sized sedans shown by manufacturers of the neighboring countries in spite of the crippling tax levied by the French on imports. Out of the purchasing power of most, though, were the displays of GM, Chrysler, Ford, Packard, Rolls-Royce, BMW, Mercedes and Facel-Vega, although the latter, being made in France, does not carry as high a price tag in proportion as it might.

Leading the department of automotive lice in interest was the new Vespa minicar, made by the Italian scooter people, which has a two-cylinder two-stroke living in back and is to be assembled in France to tap the waiting market there. Also present were the 500 Fiat, the new Bianchina (variation on same), the NSU Prince (with cycle mill), the 600 BMU (ditto), the Goggomobiles big and small, a new version of the Isetta, and, as the barker at the girls show says, many many others.

Most of these varmint run somewhere around \$700-\$800 on tourist plates in Paris and for that crowded town are the only thing. They are an awful nuisance on the open road, along with their full-size but under-powered brother the 2 cv Citroen, but for many people they are the means of taking a step up from the scooter and thus staying dry in the winter.

**MORE TRUNK SPACE**  
About the only news in the middle-sized cars was that the Fiat people stretched out the back end on their 1100, thus making more trunk room, and changed the bodywork to provide more glass area and bored out the engine to 1200cc to provide a new prestige model called the "Grande Vue." The Vauxhall company, Stovebolt's subsidiary in Merrie Old, trotted out a new (to the French) sedan which looked even more bechromed than our own.

Simca produced a couple of fresh variations on their V8-60 Versailles which, according to results, go pretty good but don't stop as well as they might, and DKW came up with the Auto Union 1000, a very pretty four-seater which beats the normal DKW nine ways from Sunday for looks. Generally, manufacturers contented themselves with detail modifications so they would have SOMETHING to talk about when presenting the same old junk from last year.

Big cars were mostly American; main interest in that line being divided between dream car Oldsmobile Golden Rocket and nightmare ditto Edsel. Most of the others were commented upon adversely by the style-con-

scious French for their tasteless wads of chromium and gigantic size, sole exception being the Packard-out-of-Golden-Hawk-out-of-Farina coupe which was pretty in spite of a little too much zeal in the trim department.

### DOWAGERS HAPPY

Rolls-Royce finally broke down under the cries of millions of anguished dowagers and built a four-door version of the Bentley Continental; Facel-Vega, France's Chrysler-powered luxury car, followed suit. For those who want to be jazzy on a budget, Austin offered a monster limo practically indistinguishable from a RR at close range and finished just as well, it seemed to me.

**Sports cars? Lemme see now.** For domestic reasons I am going to have to unload my Veloce, so I spent my whole time crawling in and out of back seats to allegedly family sports cars. I bear a still-bleeding wound on my

shin from the new Porsche Hardtop, the 2.2 liter Bristol with Beutler body was lovely but too dear, the Auto Union (see above) won't be out for six months. Triumph, AH and Jag you know about, Lancia and Alfa SS too much money, DB and Renault Alpine interesting but sort of expensive for what you get, ditto Karmann-Ghia (although their KG convertible is interesting), and Ferrari won't build me a station wagon at my price.

Only bright spots were the new Alfa TI (four-door Giulietta with Sprint engine, etc.) and a new English GT called the Peerless. Built mostly out of Triumph components, but with a De Dion back end, it is a full four-seater coupe rather like a lengthened AC in appearance and if the standard of finish inside improves and the cost can be kept down, should be just what many doctors have ordered.

Special bodywork, heretofore the specialty of the Paris show, has been (Continued on Page 10, Col. 3)

**Acisco** AUTO ELECTRIC  
Expert Diagnosis and Repair Service  
Finest Test Equipment  
Highly Trained Electricians  
Complete Stock Original  
Starters, Regulators,  
Batteries, Generators  
**SERVICE**  
**WHILE U WAIT**  
(Standard dir. discounts)  
5114-16 Santa Monica Blvd.  
27 Years at This Address  
NO. 1-1183 or NO. 1-0157

### WILLIAMSON MOTORS

Authorized Sales and Service  
**MG-A • AUSTIN-HEALEY**  
3153 W. Pico, Los Angeles 19, Calif.  
Repubic 2-8126

### CHUCK PORTER'S SPORTS CAR CENTER

COMPLETE SERVICE ON ALL SPORTS CARS  
THE LARGEST INDEPENDENT SPORTS CAR REPAIR SHOP IN THIS AREA  
ENGINE AND BODY WORK — PAINTING — STORAGE  
FRAMEWORK — FRONT END ALIGNMENT — GAS — LUBRICATION  
**1768 N. Cahuenga, Hollywood HO. 5-6224**

SEE the **PALM SPRINGS** National Championship

**ROAD RACES**  
**NOV. 2nd & 3rd**

**VIA**  
**PALM SPRINGS AIRLINES**

DIVISION OF CATALINA PACIFIC AIRLINES  
**A SCHEDULED AIRLINE**

**PALM SPRINGS AIRLINES OPERATES**  
**DAILY FLIGHTS FROM LOS ANGELES**  
**INTERNATIONAL AIRPORT TO PALM SPRINGS**

**FLYING TIME JUST 40 MINUTES**  
Special TWO-FER Fare. **\$15.95** Inc. Tax

**\$8.95** Inc. Tax

Children under 12 ... \$5 inc. tax  
RESERVATIONS:  
L.A.: OREGON 8-3451; ORchard 4-4313  
PALM SPRINGS: FAirview 5-6773

**CHARTER FLIGHTS ALSO AVAILABLE**

### BILL FALKENBERG

Automotive Specialist

**JAGUAR • MG**  
**FOREIGN CARS**

8150 Melrose Avenue  
OLive 3-9235

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★  
**FRANK MILLARD SPORTS CARS INC.**  
WHERE THE STARS BUY THEIR CARS  
**JAGUAR - MG - MERCEDES BENZ - AUSTIN**  
**AUSTIN HEALEY - MORRIS - ALFA ROMEO**  
**HILLMAN - CITROEN**  
COMPLETE SERVICE FOR IMPORTED CARS  
15531 VENTURA BLVD. Owned and Operated by  
ST. 9-6176 **ROY ROGERS** ENCINO  
and **FRANK MILLARD** ST. 7-2343

HEADQUARTERS for SPORTS CAR  
**RALLYE EQUIPMENT**  
**MARSHALK FIGURE-OUTER**  
A twist of the disk makes speed setting with automatic odometer correction **\$10 plus tax**  
**STOPWATCHES** (Complete Selection) from **\$15.00**  
PANEL CLOCKS—Assort. from **\$40.00** | **ATLAS COMPUTER** **\$10.00**  
STOPWATCH HOLDERS **\$4.75** | **STEVENS COMPUTER** **\$7.50**  
NEW MARSHALK BOARD WITH SLIP **\$2.50**  
LARGEST SELECTION OF STOPWATCHES ON THE WEST COAST  
**FELDMAN** WATCH COMPANY • 8971 W. PICO, Los Angeles 35  
BR. 2-1364 CR. 1-7871  
• FREE CATALOG • FREE BROWSING • ORDER BY MAIL

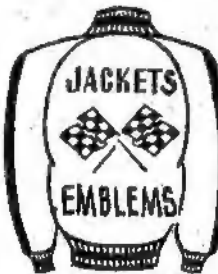
### T-SHIRTS—CLUB JACKETS—CLUB EMBLEMS

OUR REPRESENTATIVE WILL COME TO YOUR CLUB MEETING ANYWHERE IN SOUTHERN CALIFORNIA

**ATHLETIC "SPORTS" CO.**

**P. O. BOX 748**

**BURBANK, CALIFORNIA**  
OUT OF TOWN ORDERS FILLED



PHONE  
Los Angeles  
and Vicinity  
**VI. 9-5245**

PHONE  
San Fernando  
Valley and  
Vicinity  
**TH. 2-5370**

**TROPHIES . . . FREE CATALOG**

**It's the HARRY MANN CHEVROLET COMPANY**

for

**CORVETTES**

**CRENSHAW and SLAUSON**  
**LOS ANGELES, CALIF.**

**AX. 4-6101**





## European Scene

By W. Robert Nitske

### FREE PISTON ENGINE SEEMS POWER UNIT OF FUTURE

PERHAPS THE most promising of the newer engine type developments, and generally conceded to be considerably more promising than the much-publicized turbine, is the so-called free piston engine, now undergoing tests preparatory to adaptation to the relatively small units for passenger car propulsion.

It is well to remember that most engines, like that of Rudolf Diesel were, for the first 35 years of their existence, huge power units.

The free piston engine is really no free piston affair at all, for the two pistons working opposite to each other, are of course, well guided in their prescribed cycle, but there are no connecting rods or crankshaft.

The pistons have been likened to mushrooms, their stems facing each other. Initially forced against each other by a compressed air starter, fuel is injected into the super-heated air space between them. Combustion drives the pistons apart and bounces the wider outer ends against a cushion of trapped air at each extreme end, thus forcing them to begin another cycle of operation.

#### SUPPLY CLEAR AIR

These outer ends of the pistons also force compressed air into the chamber around the cylinder on the inward stroke, scavenging the gases and supplying clear air for the next combustion.

The hot exhaust gas and scavenging air flows through a surge tank which evens the pulsations of the engine, to spin smoothly a power turbine that drives the wheels. The temperature of about 950 degrees at the turbine blade allows for use of ordinary stainless steel compared to the expensive alloy required by gas turbines because of their excessive heat.

The cylinder has an air intake valve on each side and an air delivery valve to allow for the air to enter the compressed air chamber. One fuel

injector mechanism is provided.

Fuel consumption is already at present similar to that of Diesel engines. The weight is now almost equal to conventional power units and there is absolutely no vibration. By using lighter pistons, engine speed can easily be increased and horsepower output stepped up tremendously.

#### BETTER ACCELERATION

Unlike on a gas turbine powered vehicle, release of the gas pressure pedal creates a partial vacuum at the turbine and produces a fast braking effect. Acceleration is said to be faster than that of a gasoline engine. Torque actually increases as the engine slows down.

And maintenance should be appreciably less than on conventional engines because of the simplicity of construction of the free piston type.

Fuel is no problem, for the engine will utilize high octane gasoline, kerosene, shale oil, butane gas, or vegetable oil.

Ford has its own version, the Typhoon, operating in a tractor. General Motors had an installation in a passenger car which traveled some 30,000 miles, testing. But the larger units have already proven themselves.

#### RENAULT ENGINE

A 6,000hp unit has recently been installed in a Liberty ship. The French Railways use a locomotive similarly powered by a Renault-built engine, on their Paris-Cambrai run. Since 1952 it has covered over 60,000 miles.

Pioneered by the Spanish Marquis Pateras Pescara to drive his helicopter in 1923, and built in large numbers by the German firm Junkers for submarines in the second World War, about a hundred free piston engines are at present in use in Europe, running efficiently and most economically.

If and when they will appear in passenger automobiles is difficult to guess, but the free piston engine certainly seems the power unit of the future.

### Parts Cache Told

Bob Plass of the Melrose Garage urges MGTC owners to check with him before playing Russian roulette simply because they can't find certain parts.

"Man, I'm loaded with bodies, fenders, frames and other goodies," Plass reported unashamedly.

**BRITISH CAR PARTS**  
VANDERVELL—Engine Bearings  
RANSOME AND MARLES—Bolt and Roller Bearings  
WHITELEY—Water Pumps, Tie Rod Ends, Universals  
LUDGE—Spark Plugs  
AMCO—Accessories  
Also Top Lines of Radiator Hoses, Fan Belts, Oil Filters, Brake and Clutch Linings.

**BRITISH CAR PARTS**  
NEPOLITE—Pistons and Rings  
WELLWORTHY—Pistons and Rings  
JAMES—Valves and Guides  
TERRY—Valve Springs  
PAYEN—Gaskets and Oil Seals  
BORG AND BECK—Clutches  
LOCKHEED AND GIRLING—Brake Parts  
LUCAS—Ignition, Lamps, etc.

### BRIGHAM-ST. JOHN, INC.

LARGEST INDEPENDENT DISTRIBUTOR OF REPLACEMENT PARTS FOR FOREIGN CARS IN THE SOUTHWEST

2713 MELROSE AVE. LOS ANGELES 46, CALIFORNIA Webster 8-2724  
1341 INDIA ST., SAN DIEGO, CALIFORNIA Belmont 4-8395

#### GERMAN CAR PARTS

KOLBENSCHMIDT—Pistons  
ATE—Lockheed Brake Parts  
ATE—Valves, Ring Sets  
F&S—Clutches  
REINZ—Gaskets

#### GERMAN CAR PARTS

GREER—Oil Seals  
BOSCH—Spark Plugs and Ignition  
JWIS—Timing Chains  
COS—Fan Belts  
Many Other Leading German Replacement Parts.

VISIT OUR RETAIL STORE

**Ranjan Division—BRIGHAM-ST. JOHN, INC.** 7715 MELROSE AVENUE LOS ANGELES 46, CALIF.

## CALENDAR

- NOVEMBER**  
2-3—Los Angeles Reg. SCCA National Road Races, Palm Springs.  
3—Grand Prix of Venezuela, Caracas.  
3—Glendale Jr. C of C & Mercedes-Benz Owner's Club, Gymkhana. Librascope parking lot, 808 Western Ave., Glendale, 10 a.m.  
9-10—San Francisco Reg. SCCA National Road Races, Laguna Seca (Ft. Ord).  
9-10—Pebble Beach—5th annual Concours d'Elegance, Del Monte Lodge, 11-5 p.m.  
14-25—35th Annual Los Angeles International Auto Show, Pan Pacific Auditorium.  
15-17—Macao Grand Prix.  
16-17—Los Angeles Reg. National SCCA Road Races, Riverside International Motor Raceway.  
22-24—Cavalcade of Cars and Le Cercle Concours d'Elegance, St. Joseph Hospital, Burbank.  
30—Dec. 1—CSCC Road Races, Paramount Ranch.  
29—Dec. 8—San Francisco, 32nd Annual International Auto Show, Cow Palace.  
30—San Francisco, 1st annual Concours d'Elegance, front of Cow Palace 10 a.m.-5 p.m.  
**DECEMBER**  
1—USAC National 250-mile stock car race, "Sam Hanks Day," Riverside International Motor Raceway.  
1-9—Bahamas Speed Week, Nassau.  
9-10—Pebble Beach Sports Car Club Rallye to Pebble Beach Road Races.  
10—Trailblazers—"Hare Scrambles," Rosamond, 10 a.m.  
10—Austin-Healey Owners' Club Rallye Shish-Kabob, "Hody's Drive-In, Sepulveda & Ventura, 10:30 a.m.

### Paris Auto Show

Continued from Page 9)

confined nowadays to variations on a theme by Renault, numerous pretty little coupes and roadsters being produced to clothe the Dauphine and Fregate (which needs it). Also present were a couple of attractive little fiberglass bodies to drop on 2 CV Citroens and one not so attractive, sponsored by a textile manufacturer, which had a large splashy flowered print bonded right in to the material, presumably to match Modom's Dior sack. All very well, but if your wife is like my wife, there is going to have to be a fresh carrosserie for every change of costume.

Only resurgence of the grand manner was in Pichon-Parat's BMW coupe for Raymond Loewy; it may not have been prettier, which would be very hard to do, but it sure was interesting.

#### THEY LOOKED HORRID

While we are on the subject of bodywork, we might as well weep and wall about the way that the European subsidiaries of American companies apparently take styling directions from the Yewessey... some conceptions, which can almost be gotten away with on the vast expanse of the average American iron, look positively horrid when all crammed together on the smaller Continental body shell. Prime example is one of the Vauxhalls, which was busy enough already if a trifle nondescript, that had creases in the roof and an extra quarter window grafted onto it just because they sold so well on the Olds.

The result looks like a honked-up last minute job which, of course, it is. However, some of the independents seem to feel that they have to follow suit: the Isotta bubble-car, which the French refer to as "the pot of yoghurt," has just come on with an overhanging rear roof.

Just as a bedtime story, I must report that the very neat Talbot coupes, formerly inhabited by a beefy six with the world's biggest main bearings, now own up to a German V8 BMW for motive power. A few years ago this would have been as unthinkable to the average car-can connoisseur as the thought of Oyster Eyes Speidel becoming head heel clicker of all our armies here. Guess the war is really over.

Person-to-Person Want Ads are highlighted during MOTORACING's "Carnival of Want Ads." Turn to the Classified Section on the inside back page for details.

#### FOREIGN CAR DEALERSHIP

FOR SALE  
Central Location • Old Established • Profitable  
Parts • Repairs • Popular Car Sales • Excellent Lease  
Sell Less Than Inventory  
BOX D - MOTORACING  
725 No. Western Ave., L. A. 29

**TUDOR**  
WINDSCREEN WASHER  
For VW, AUSTIN HEALEY, TR3  
MG

\$7.25 For MGA \$8.25

**SUI CARBURETOR**  
GASKET SETS

For MG, AUSTIN HEALEY, TR, JAG Set \$1.25

**RACING SAFETY BELTS**  
(U. S. AIR FORCE SURPLUS)  
100% NYLON  
QUICK RELEASE  
NEW... \$5.95

**LUCAS**  
FENDER MIRRORS  
Flat or Curved  
Right or Left Hand, ea. \$6  
WINGARD UNIVERSAL  
FENDER MIRRORS  
Right or Left Hand  
Flat... \$4.50 ea.  
Curved... \$4.95 ea.

In California Add 4% Tax  
F.O.B. Long Beach on All Items

## PALM SPRINGS SOCIAL SCHEDULE

### 2ND NATIONAL PALM SPRINGS RACES

Friday, Nov. 1—No host cocktail party, Desert Inn, 7 to 9 p.m.  
Saturday, Nov. 2—Special attraction at the course, 1 to 4 p.m.; Concours d'Elegance, exhibition of 40 top Concours cars of 1957—reserved area north of start and finish line; Cocktails, Desert Inn, 6:30 to 8 p.m.; Dinner, New Fountain Room, Desert Inn, 8 to 10 p.m. (\$4.00 per person (inc. cover charge), \$1.50 cover charge), fashion show by Matthews of Beverly Hills and Palm Springs at 8:30 p.m., dancing and entertainment by Wally Ferner and his Afro-Caribbean Group, 9 'til 2 a.m.

Sunday, Nov. 3—Chuck wagon breakfast, in the pits at the course, 7 to 10 a.m. (\$2 all you can eat!), served by Jack Boyer; Victory banquet, Palm Springs Chi-Chi (\$3.50 incl. tax, tip and cover charge), dinner served 6:30 to 8:30 p.m., presentation of awards at 8:30 p.m.; floor show at 9 p.m., dancing until 2 a.m. follows the floor show.

## Read Motoracing Regularly

### CONTINENTAL CAR IMPORTS

RENAULT - TRIUMPH - BORGWARD - SIMCA  
COMPLETE SERVICE FOR ALL IMPORTED CARS

8750 Washington Blvd.

TE. 0-1182

Culver City

### EXCLUSIVE DEALER FOR...



**FIAT**  
**ALFA ROMEO**  
SALES & SERVICE

MONISE MOTORS, INC.

SPORTS RACING SUITS • RACING GLOVES  
ANDERSON CRASH HELMETS  
DYNAMOMETER TUNING • COMPLETE PARTS DEPT.

90 SANTA ANITA AVE.

SY. 3-3953

CORNER WALNUT  
PASADENA, CALIF.

RY. 1-5746

### For Your Approval...

### OUR REFERENCES

Ak Miller  
Bill Murphy  
Bill Stroppe  
Bob Estes  
Edelbrock  
George Beavis

Jay Chamberlain  
Joe Garson  
Max Balchowsky  
Meyer & Drake  
Parravano  
Phil Walters

### GUARANTEED STROKERS - REGRINDING

### CRANKSHAFT CO.

1422 S. MAIN ST.

Richmond 9-6597

LOS ANGELES 15, CALIF.

## MICHELIN "X" TIRES



### STEEL-CORD

Because of its steel-cord bracing, the tread is not subject to distortions which are the cause of tread slip. Thus Michelin "X" tires provide better grip and traction on wet roads, in mud, sand or snow than even the heavily patterned tires. It is also because of the absence of distortions—and therefore of shuffling—that the tread gives

**TWICE THE MILEAGE**

CALL Citrus 1-1123 for TIRE SIZES

**HAL MOODY**

4698 SAN FERNANDO RD.  
Citrus 1-1123

GLENDAL, CALIF.

## DD FOREIGN AUTO PARTS AND ACCESSORIES

IF IT'S MADE WE'LL FIND IT

A MAIL ORDER SERVICE FOR YOUR CONVENIENCE  
P.O. BOX 6716, LONG BEACH, CALIFORNIA

### TRIUMPH SPECIAL ACCESSORIES

- Pocket Lighters ..... \$ 3.95
- Wind Wings ..... 18.50
- Valve Covers ..... 22.50
- Cuff Links ..... pr. 3.50
- Lapel Pins ..... 1.50
- Ear Rings ..... pr. 3.50
- Tie Bar ..... 2.25
- Badge Bars ..... 9.95
- Key Fobs ..... 1.50
- Front License Brackets ..... 1.50
- Service Manual ..... 8.50
- Oil Filters ..... 1.94
- Uni-Syn Carburetor Synchronizer ..... 9.95

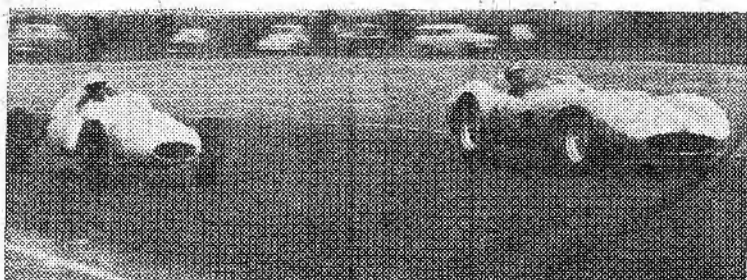
### MG SPECIAL ACCESSORIES

- MGA Valve Covers ..... \$22.50
- MG-YD Badge Bars 2.95
- MG-YD Exhaust Extension 1.75

### Rally Books

Reg. \$5.00  
Sports Cars, Rallyes, Trials, Gymkhanas by David Herb and Arthur Peck  
Reg. \$5.00  
NOW \$3.50





—W. R. C. Shedenhelm  
**DURING SATURDAY** races at San Diego, Chuck Daigh drove Formula 11 Cooper-Climax just for the practice. While he could get through the corners much faster than John von Neumann, right, in the Testa Rossa, the Ferrari had a great deal more acceleration on the straights.

### BRYANT KILLED IN STOCK CAR EVENT

CONCORD, N.C., Oct. 27—Earl Bryant, 31-year-old Richmond, Va., driver, was killed here today while competing in a modified stock car championship race.

The mishap occurred on the eighth lap as Bryant was running seventh, his mount leaving the track and hurtling a 15-ft. embankment before hitting a tree.

## RIVERSIDE DRAG CUPS TO CORVETTE

RIVERSIDE, Oct. 27—Chevrolet's Corvettes have racked up the fastest sports car drag clockings the past two weeks here on the Riverside International Motor Raceway's half-mile strip, today's topper being 112.35mph by Sims and McEwn of Long Beach for Class A laurels.

Orval Allen, Monrovia, trophied in Class C with a Corvette at 111.24, while Johnny Peters' Porsche nailed D at 97.19. The day's top eliminator and best elapsed timer was Husting and Adams' fuel injected Chrysler dragster—155.17, 18.28sec.

On Sunday, Oct. 20, George Hanson, Whittier, Corvetted to first in A at 122.61. Hayden Proffitt, Costa Mesa, hit 121.13 for C honors and "Racer" Brown's Porsche Carrera timed 95.33 in D. Husting & Adams' Chrysler had day's top time of 157.89 and best elapsed of 17.75.



*World's Finest  
Imported Cars*

ROLLS ROYCE  
 BENTLEY  
 ASTON MARTIN  
 JAGUAR  
 ALFA ROMEO  
 AUSTIN HEALEY  
 AUSTIN  
 MG  
 DKW

PETER SATORI INC.

COMPLETE PARTS AND SERVICE

PASADENA: 325 W. Colorado St.  
 Pasadena, Calif.  
 GLENDALE: 143 So. Glendale Ave.  
 Glendale, Calif.

### S.F. DATES BARED

SAN FRANCISCO, Oct. 29—SCCA's San Francisco Region has announced a tentative slate of eight events for 1958, dates and locations as follows:  
 Mar. 22-23, Stockton; Apr. 19-

20, Pebble Beach; May 24-25, Santa Rosa; June 21-22, site undetermined; Aug. 9-10, site undetermined; Aug. 31-Sept. 1, Arcata; Oct. 11-12, Sacramento; Nov. 8-9, Pebble Beach.

THIS IS YOUR MARKET PLACE

# CLASSIFIED ADS

BUY, SELL, SWAP, HIRE HERE

## HOW TO USE THE "NEW LOOK" WANT AD PAGE

### TO PLACE AN AD:

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only). Ask for JOYCE BARNARD. IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only).

BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

### RATES

55¢ PER LINE, one time. (About 5 words.)

MINIMUM: 5 lines.

CONTRACTS: Apply for rates.

BOX. NO.: Add 50¢.

RE-RUNS: 2nd and 3rd times, less 10% each; 4th and thereafter, less 15% each. Same copy.

HEADLINES, ETC.: Large headlines, box borders and 2-column ads available at modest charge.

"POSITIONS WANTED": Less 15%, payable in advance.

AGENCY COMMISSION: 15% commission payable to accredited advertising agencies.

### ANNOUNCEMENTS

## GET SEASICK?

Come to Phoenix  
 "Nassau on the Desert"  
 December 7 and 8  
 For Entry Write:  
 S. C. C. A. Arizona Region  
 P. O. Box 5311  
 Tucson, Arizona

### POSITION WANTED

EX-P MAN SEEKS challenging position as service manager (or Asst.) with foreign car firm in So. Calif. Exper. with all Marques. Exc. refs. Box 24 B-456, 4041 Marlton Ave., L.A. 8, Calif.

"HANDSOME, EXPERIENCED YOUNG YALE man seeks location on West or East coast. Presently V W sales exec. Must have minimum \$500 month. No straight commission. No 6 day week. Need time for racing. Capable writer (Motoracing), driver and salesman. Reply Box 24B 359, 4041 Marlton Ave., L.A. 8, Calif.

### FOR SALE—MISCELLANEOUS

BACK copies of MOTORACING. All issues available. Send 15 cents for each copy desired, plus five cents each copy to cover postage and handling to: MOTORACING, Box BC, Suite 14, 725 N. Western Ave., Los Angeles 29, Calif.

### EQUIPMENT WANTED

CAR TRAILER to haul either an Austin-Healey or Porsche wanted by No. Calif. driver. Describe and quote price. Box GS, 4041 Marlton Ave., L.A.

### FOR SALE—EQUIPMENT

SUPERCHARGER  
 Judson VW \$85.00 plus shipping. W. Chezen, 1715 Hilton St., Seaside, Calif.

JAGUAR PARTS  
 Mark VII - Reasonable  
 Tom Dickens 3-3254

### FOR SALE—EQUIPMENT

## FLAME PROOF

Your cotton, silk, linen or wool suit with "OFFICIAL FLAME-PROOF CHEMICALS" No. 55. Flame retarding solution—can be applied by spraying or dipping. CARRIES THE STATE FIRE MARSHAL'S SEAL. Order Now! Be Safe! \$1.50 plus tax. JACK McAFEE  
 13323 Ventura Bl. Sherman Oaks  
 ST. 7-7066 or ST. 9-6351

FIRESTONE SUPER  
 SPORTS RACING TIRES  
 Foreign or domestic. All Sizes.  
 Special Prices.  
 Ben or Dale, BR 2-3085 (L.A.)

PANHARD 745cc crankcase (new) \$85. Pair Bonnet cylinders, complete, hydraulic valve gear, shortened sleeves and cylinders for H. C. with stock pistons, \$220. New 745cc sleeve, \$12. Frank Manley, 2408 Morningside Rd., Topeka, Kansas. Ph. CEntral 4-9763.

### SERVICES

## HOT CARS WANTED!

Bring your cooling system troubles to a specialist.  
 Redesigning & larger cores a specialty.

## JACK'S RADIATOR SHOP

2747 E. Foothill Blvd.  
 Pasadena, Cal. SY. 2-4826

SPORTS CAR INFORMATION CENTER—Quick and accurate information on "Where to buy it"—"Where to have it serviced"—details on current events, etc. Call EMpire 2-4157.

### FOR SALE—CARS, ENGINES

1934 ALFA ROMEO Grand Prix, last raced by Ferrari team driven by Nuvolari. Last raced in 1936 Vanderbilt cup race. Spare rear end casting, w/8 gear changes. Excellent shape. \$1000. Less engine and transmission \$700. Walter Biely, 414 Mariposa, Sierra Madre, Calif. EL 5-0442.

PORSCHE 1600 CONVERT. Excellent condition. Black, red leather. Belts, Robbins full tonneau, radio, wheel discs, shop manual, many spares, side mirror. No races/wrecks. \$3890. Frank Manley, 2408 Morningside Rd., Topeka, Kans., Ph. CEntral 4-9763.

## 300 SL MERCEDES-BENZ '56

This Car Is  
 Complete and  
 Ready for Racing

CAR IS OWNED AND WAS RACED BY JACK BATES. MECHANICALLY PERFECT. NEW PAINT JOB AND NEW WINDSHIELD. 1956 AND 1957 1ST PLACE WINNER.

\$6495

Dial SYcamore 3-8953 or evenings SYcamore 8-7380.

LOTUS MARK IX 1100 cc blown Maserati engine. Complete set of spare wheels and tires. Spare block head, gear change and spindles. Custom trailer. This car has had less than 20 hrs. running. Engine less than 3 hrs. \$3500 or best offer. c/o Continental Motors, 14851 E. Whittier Blvd., Whittier. Call OXbow 3-3771.

### Crosley Special

\$700. Two extra engines. Modification in engine. \$450. Jack Crosby  
 Rodgers 7-3526  
 8307 St. Clair, N. Hollywood, Cal

FERRARI—1-9 Litre V-12 Mile Miglia Roadster with Vignale Coachwork. Three-Four throat Weber carbs. Full race roller tappet cams. Beautiful car for racing or street. Will accept small sports car in trade and carry balance. Telephone Redlands, PYramid 3-3706.

PORSCHE 550 Spyder. Jack McAfee Motors, 13323 Ventura Blvd., Sherman Oaks, Calif. ST 9-6351, ST 7-7066.

FERRARI MONZA—Fastest Monza in U.S. Ex-Phil Hill car. Eng. Just rbt. Exc. shape throughout. Incl. trlr., tires, many spare parts. Will finance. Low down payment. J. Belle-siles, 19512 Shirley Court, Tazana; Dickens 4-7917.

### FOR SALE—CARS, ENGINES

## '31 Alfa Romeo

1750cc super charged Zagato body complete engine overhaul by mechanic owner. \$125.00 for rod and main bearings in gear box & super charger. Body fair, chassis good. \$2000.00 or nearest offer. Charles Seales.

Collins Sports Car Service  
 855 Sherman, Denver, Colo.  
 Call Cherry 4-0668

JAG '54 XK 120M Roadster. R. & H., extras. Lic. HST 424. \$1850 or trade for larger car. M. McGlynn, 11980 Laurel Wood Drive, Studio City, P.O. 3-2424.

PORSCHE '54 Coupe. White. FM radio, chrome wheels, excellent condition. Low miles. Lic. No. NMM 960. Private party. DU. 9-3359 after 6 p.m.

LOTUS MARK IX COVENTRY CLIMAX, 1100 cc, many extras. \$3550. Jay Chamberlain Automotive, 2909 W. Olive, Burbank, Calif. THornwall 6-0440.

## LOTUS LeMans New this season...

Most successful in Northern California. Mark II engine, 2 dual throat Weber carbs, balance box, full windscreen and computation screen and tonneau, built-in roll bar. Many spare including new trailer, gear box, wheels, distributor, etc. Reason for sale...

It's Too Bloody Fast  
 For Me!

### JIMMY HUGHES

Vallejo Sports Cars  
 528 Capitol, Vallejo, Calif.  
 Phone 8-4457

## PORSCHE 550 SPYDER

Absolute perfect condition. New gearbox, A-1 engine including Weber carbs, numerous Mid-west wins. Maintained by Mr. Glenn Carroll, \$3850. firm. F.O.B. Chicago. Incl. spares.

Carl A. Haas  
 4446 W. Estes Ave.,  
 Lincolnwood 39, Illinois  
 Tel. ORchard 4-8693

### FOR SALE—CARS, ENGINES

We have for sale a NEW CARRERA SPEEDSTER. We are offering a good trade in on your present car. Storey-Ricketts, Volkswagen Porsche Dealer, 740 American Ave., Long Beach. HE 7-7489.

## Osca 1954 MT 4

1500cc. New 5 speed Trans. Spare parts, gear ratios, 9 wheels and tires. Completely renewed & ready to race. Trailer. R. W. Murrell, 1254 Aetna, Anaheim, Calif. KE. 3-3056

## ALFA ROMEO '56

Spyder. White w/black. Clean. \$2750. 543 Saus Blvd., Sausalito, Calif. Phone ED. 2-0126.

COOPER-NORTON formula III, 1957 car and trailer, 6 months old. \$2800, cost \$4000. Short stroke Norton. Spares. E. Puppuldy, 127 Lillian Ave., Freeport, New York.

ARNOLD-BRISTOL (Nov. '59). Three trophies last 2 races. Alfin drums & oil cooler. Full street & track equip. 8" x " tires. \$ mounted. Offers around \$3500 or \$4000 with truck and trailer. Also 85" wheel base Devin body, original crate, \$250. John Shonle, 376 Colusa, Berkeley, Calif. LA. 4-1964.

## READY TO RACE

Perfect Condition  
 for over 1500cc.

Won MANY Races  
 MUST SELL

Will Accept Trade

## HAGEMANN Super Sport

1957 Chrysler 300c engine, Fuel Injection, Quick change rear end, 3" live axle Mag. Wheels, Alum. body, 4 speed box, Spot brakes.

\$4500

J. Barneson

3737 Broadway

Oakland, Calif.

OL. 2-8313

### FOR SALE—CARS, ENGINES

ALFA GIULIETTA 'SPYDER' Veloce. White w/red interior. Low mileage. Excellent condition. Never abused. \$3450. Dr. Val Scroggie, 3501 Arundel, Ft. Worth, Texas. WA. 4-8787.

FOR SALE: MG-TD 1953-Zephyr 6 cyl. engine-O'Drive-Weight distribution stock-Tires-Stock Exterior-Not quite stock interior-One owner car. 10908 S. Homage Ave., Whittier, Calif. OX. 3-3771.

### DRAFTED! MUST SELL!

'57 PORSCHE CARRERA with new 1600 engine. White with red leather coupe seats. Priced to sell quickly! FIBERGLASS TOP for Speedster. Paid \$350. Used twice. Yours for \$175. 10542 Woodbridge, North Hollywood, Calif. PO. 1-2952

PORSCHE '54 Coupe, White, FM radio, chrome wheels, excellent condition. Low miles. Lic. No. NMM960. Private party. DU. 9-3359 after 6 P.M.

'57 VOLKS. BLACK, SUNROOF loaded, like new. Ray Reneau, 14803 Grayland, Norwalk, Calif. Call UN. 3-2740.

## 1957 Porsche Super Speedster

Has had loving care. Never raced. If you can find a faster, cleaner, more reasonably priced one—BUY IT! EX. 7-7452 (L.A.)

1954 JAGUAR XK120M roadster, lt. green w/red leather. Extras incl. removable padded hard top, radio, windings, safety belts, all plexi windows, tonneau cover, factory spares kit. \$1900. Consider 1951-52 MG trade. CA. 2-8682.

## AUSTIN-HEALEY 100-6 DELUXE ROADSTER

Blue & White

Only one in  
 this territory

Would make exceptionally  
 good get-away car!

## MG "A" ROADSTERS

both modified and  
 standard

### JIMMY HUGHES

Vallejo Sports Cars,  
 528 Capitol, Vallejo, Calif.  
 Phone 8-4457

'57 Chevrolet Corvette. Immaculate condition. Never raced. Two 4-barrels. Stick shift. Radio & heater. \$2995. Jack McAfee Motors, 13323 Ventura Blvd., Sherman Oaks, Calif. ST. 9-6351 ST. 7-7066.

1947 MG-TC SOMEWHAT modified. The winner of many, many concours \$2000. Charlie Tillitsen, 8306 Ramsgate, L.A. OR. 1-7842.

'57 ASTON MARTIN BE 24, MARK II. Alfin drums, 14mm plugs. Immaculate, \$6250. Call Al Long, SYcamore 6-6450 evenings, Stanley 3-1100 days.

CLASS H Crosley Special. Aluminum body and tube frames. Spot brakes, etc. With competition engine. \$895. With stock engine, \$495. ALSO complete Crosley flathead engine and transmission, running condition. \$75. J. Starbuck, 11707 Halcourt Ave., Norwalk, Calif. DAVIS, LU. 2-6286 or eves. UN. 8-3842.

## MOTORACING

WRITE YOUR  
OWN WANT AD

(Read instructions and Rates on this Page)

SIGNATURE.....Phone No.....

NAME .....

ADDRESS .....

CITY .....ZONE.....STATE .....

Do you want a blind box number? ☐ Estimated payment enclosed ☐

Please bill me ☐ Run for .....issues.

Do you want us to dress up your Want Ad with larger headlines, white space, borders, etc.?.....If so, indicate about how much space you wish us to use.....

MAIL THIS COUPON TO: CLASSIFIED DEPARTMENT

MOTORACING, 4041 MARLTON AVE., LOS ANGELES 8, CALIF. AXminster 2-0287



## MOTORACING CHRISTMAS GIFT ORDER FORM

### SPECIAL CHRISTMAS GIFT RATES

(Good Until Jan. 31, 1958)

**\$3** per year - One Subscription

**\$2** per year - Each additional Subscription

(Your Own Subscription, New or Renewal, May Be Included.)

☐ I ENCLOSE \$



SUSANNE LEIBEL shows MOTORACING to CORNEL WILDE and JEAN WALLACE, stars of "The Devil's Hairpin."

MY NAME .....

STREET .....

CITY .....

ZONE ..... STATE .....

☐ ENTER or ☐ RENEW my own subscription. (Renewals begin when present subscription expires)

☐ Do not enter a subscription for me at this time. Extra Postage Per Year: Foreign, \$1; Air Mail for U.S., Hawaii, Canada, Mexico — \$3 Extra Per Year.

**Please Enter a 1-Year Subscription as My Gift to:**  
(PLEASE PRINT)

Name .....

Name .....

Street .....

Street .....

City ..... Zone ..... State .....

City ..... Zone ..... State .....

Gift Card to read "From ....."

Gift Card to read "From ....."

Name .....

Name .....

Street .....

Street .....

City ..... Zone ..... State .....

City ..... Zone ..... State .....

Gift Card to read "From ....."

Gift Card to read "From ....."

**MOTORACING**

725 NO. WESTERN AVE. (SUITE 14)  
LOS ANGELES 29, CALIF.

Phone  
HO. 2-6388